CYCLE NEWS®

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Baja 500

Team Green strikes again

Greg Zitterkopf

Dubach surprise winner at San Jose Supercross

Russell romps at Loudon National Champ Road Race

TIME DATED MATERIAL MAILED JUNE 18, 1991

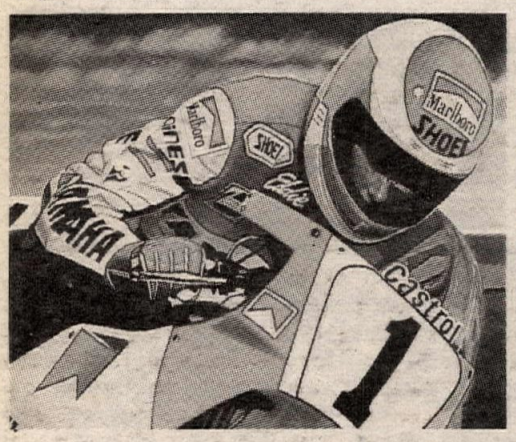
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to images of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



EDDIE LAWSON

Some call him the greatest rider who ever lived. Fast approaching legend status, nobody won more 500cc Grands Prix in the 1980s than Eddie Lawson. In seven years of World Championship competition, Eddie has won thirty 500cc Grands Prix. Only the legendary Giacomo Agostini and Mike Hailwood have won more and Hailwood's record of thirty-seven victories is within reach.

Crespinel's image of Eddie Lawson was created over a three-day period at the U.S. Grand Prix at Laguna Seca in April of 1990.

MARCO LUCCHINELLI

Former 500cc Grand Prix World Champion Marco Lucchinelli now heads the Ducati factory effort in the World Superbike series. He has been the impetus behind the current race effort from Ducati and has built the team to be the strongest, most effective, dominating force on the World Superbike circuit. The flamboyant Italian occasionally suits up to show off his riding talents at various events.

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IN THE WIND By Papa Wealey

American **Mike Healey** (KTM) scored his first-ever 250cc MX Grand Prix overall victory with 1-2 moto finishes at round six of the World Championship 250cc MX Series in Baldasserona, San Marino, June 16. Holland's **Dave Strijbos** (Suz) finished second overall and American **Trampas Parker** (Hon) was third. American **Bader Manneh** (Yam) finished fifth overall behind defending 250cc World Champion **Alessandro Puzar** (Suz), while two-time 125cc National Champion **Micky Dymond** finished seventh in the first moto but failed to finish in the top 15 in moto two. Puzar leads Parker in the point standings, 146-144, with Strijbos third at 132 points.

Scott Summers (Hon) was the overall winner of the 17th Annual Blackwater 100, round seven of the AMA/Wiseco/Yamaha/Yokohama Grand National Cross Country Series June 15-16 in Davis, West Virginia. **Duane Conner** (Kaw) finished second overall and **Mark Hyde** (KTM) was third.

The Human Race Team (Bim) completed 122 laps to win the three-hour endurance road race, round three of the AMA/CCS U.S. Endurance Championship Series, at New Hampshire International Speedway on June 15. **Dutchman Racing** (Suz) finished on the same lap for second and **Dutchman Racing II** (Suz) finished third, one lap down.

Team Obsolete's **Dave Roper** had an up and down day at the June 13 AHRMA Vintage National Road Race Series round at Loudon's New Hampshire International Speedway. Roper (AJS) edged **Pete Johnson** (Hon) to win the 500cc Premier class after scoring a runaway win in the 350cc Grand Prix class. But later in the day, in a non-points-paying race, Roper fell and broke a leg. **Pat Moroney** (H-D) scored a narrow win in the 750cc Grand Prix class when **Yvon DuHamel** (BSA) miscued in the last corner. DuHamel recovered to finish second.

The **Syracuse Mile** round of the Camel Pro Series which was scheduled to run on July 20 has been **canceled** by the event promoter, JM Productions of Hamburg, New York. JM Productions President Jay Milligan cited a shortage of time to assemble a thorough sponsorship package for the event, which was a late addition to the AMA's 1991 schedule. The AMA indicated that there are no plans in the works to replace the event on its 1991 calendar and that the Camel Pro Series will now include 16 events. The AMA did not preclude the possibility of a return to the one-mile oval of the New York State Fairgrounds in the future. Milligan said, "We look forward to the rescheduling of this event on July 18, 1992, where adequate time will permit the success of this long-standing AMA race." The New York State Fairgrounds has been the site of 10 AMA Grand National Championship events dating back to the 1930s. In recent years the Syracuse Mile was promoted by Brymer Enterprises, but two consecutive rain-outs saw that firm pull out of the event, opening the door for JM Promotions, a long-standing motorsports promotion group that also promotes the annual Hamburg Half Mile. The Hamburg event is now a 600 National, but it has been run as a Grand National event in the past. The 1991 Hamburg 600 National Half Mile will run on the Erie County Fairgrounds oval on Saturday night, August 17.

Former National Enduro Champion **Kevin Hines** says he feels 100% recovered from a fractured pelvis socket he suffered at the March 24 National Enduro in Louisiana. "I rode for the first time (since the accident) at a local enduro in Connecticut (June 2) and finished second overall," said Hines in a recent telephone conversation. "Everything has healed up really well and I'll be ready to compete at the next National enduro in Mississippi (July 12). I'm not sure when I'm going to compete in the next (National) cross country, though. My number one priority is the National enduros." Hines has second- and sixth-place overall finishes and has used up his allotted two throw-aways in this year's nine round series.

After a one-year absence, Yamaha will return to the National Championship 500cc MX Series with **Damon Bradshaw** and **Doug Dubach** contesting the six-round series on air-cooled WR500s. The two riders will also compete in the August 25 U.S. 500cc MX GP at Glen Helen OHV Park in San Bernardino, California.

The Mickey Thompson Entertainment Group (MTEG) is planning a special tribute to honor two-time

Rainey inches closer with Spanish win

Defending World Champion Wayne Rainey (right) pulled closer to Australian Michael Doohan in the 500cc World Championship point standings with a victory over his rival at the Grand Prix of Europe in Jarama, Spain, on June 16. The event replaced the Yugoslavian GP, which was canceled due to political unrest in that country.

Marlboro Yamaha-mounted Rainey topped the Rothmans Honda of Doohan by 7.047 seconds on the tight and twisty circuit in northern Spain. Third place went to Rothmans Honda's Wayne Gardner, in his best finish of the season. Lucky Strike Suzuki's Kevin Schwantz was fourth, with Marlboro Yamaha's John Kocinski fifth. Californian Doug Chandler finished ninth on the Roberts Yamaha.

Doohan now leads Rainey by 12 points, 143-131, while Schwantz lies third with 103 points.

The 250cc GP in Jarama was won by championship leader Luca Cadalora on the Rothmans Honda. Cadalora topped HB Honda's Helmut Bradl and Repsol Honda's Carlos Cardus. The 125cc GP, meanwhile, was won by defending World Champion Loris Capirossi over his AGV Honda teammate Fausto Gresini. Peter Oetll finished third on a Rotax.

Supercross and five-time MX National Champion **Rick Johnson** during intermission at the June 22 Los Angeles Supercross. Honda has restored the bike Johnson rode to his first Supercross title in 1986 and will present it to Johnson during the ceremony, and Johnson is also expected to take a farewell lap on the machine.

MTEG will also host a special **pre-race concert** at the L.A. Supercross featuring Drivin' N Cryin'. The concert will begin at 5:30 p.m. and take place inside the stadium before the racing starts at 7:30. Enlarged, secured parking lots with increased lighting will be available at several lots surrounding the L.A. Coliseum and Sports Arena complex.

HosPITal Stop: Pro motocrosser **Allen Berluti**, 32, suffered a broken hip while competing at Silver State MX in Carson City, Nevada, May 24. A benefit race will be held for Berlutti, who has no health insurance, at Silver State MX, July 12, to help defer his medical costs. Cards and letters can be sent to Berlutti at 2207 Howard Drive, Sparks, NV, 89434.

The June 30 round of Big D Promotion's **King of the Hill Challenge Motocross** at Oak Hill MX Park in Decure, Texas, has been canceled. The September 29 round is still on, according to promoter Dennis Hawthorne. For more information call 817/430-4175.

The **69th Annual Barbara Fritchie Classic Half Mile** will take place at the Frederick Fairgrounds in Frederick, Maryland, on July 4. For the first time, the event will be a round of the AMA Eastern Regional Dirt Track Series, and will offer a $5000 purse. In addition to the purse, $1500 will be up for grabs in the Smitty Memorial XR750 Harley Dash, $1500 in Honda RS750 contingency awards have been posted by Honda dealers, and $250 in lap leader money for the Expert main event. Practice is scheduled to begin at noon, with racing scheduled for 2 p.m.

Televised coverage of "The Ultimate Challenge," a series of shows featuring 1991 **Camel Supercross Series** races began airing over the June 1-2 weekend in most of the major cities in the country. Each of the 17 Camel Supercross races will air on consecutive weekends throughout the summer. The Seattle round will air over the June 22-23 weekend, with the San Diego round up next over the June 29-30 weekend. Check your local listings.

And be sure and **check your local TV listings** for Thursday evenings. Speedway racing from southern California, Camel Pro Series racing, and WERA road racing air that evening in the Pacific time zone (in the Eastern time zone, check out listings for early, early Friday morning) on various cable networks.

In conjunction with the June 22 L.A. Coliseum Camel Supercross, three-time Supercross Champion **Bob "Hurricane" Hannah** will be on hand to autograph free posters between 6 and 8 p.m. during Suzuki Night at Costa Mesa, California's Orange County Fairgrounds, July 21. Suzuki's display, where Hannah will be, will be set up outside the speedway track's entrance gate. There will be free parking for motorcyclists and $2 discounted tickets for the speedway races are available at participating Suzuki dealers. Kids under 12 are admitted free.

Plan ahead! The folks at Daytona International Speedway certainly do, as they tell Papa that the **1992 Camel Motorcycle Week brochure** has been printed. If you'd like a brochure, send your name and address to: Daytona International Speedway, Public Relations, Dept. CMW1, P.O. Box 2801, Daytona Beach, FL 32120-2801.

Lake Houston Raceway Park in Houston, Texas, will hold a benefit short track race on June 29 for dirt tracker **Scott Adams**, who suffered paralyzing injuries in a recent paved oval half mile race in Hampton, Virginia. A portion of each admission ticket will be donated to Adams.

AMA's professional motocross manager **Roy Janson** had a scary moment in San Jose, California, while attending round 17 of the AMA Camel Supercross Series. Janson had just bought a brand new van and decided to drive to San Jose from his home state of Ohio. He was driving back from Spartan Stadium following Press Day, June 13, and had a head-on collision with another motorist. Janson was bruised but otherwise unhurt in the accident, but the driver of the other car had to be pried out of her vehicle with the Jaws of Life and was taken to the hospital with a broken leg and neck injuries. "It's true, seat belts do save lives," said Janson.

Race Tech's **Paul Thede** and good friend **Doug Dubach**, the winner of the San Jose Supercross, made a bet long ago that if Dubach ever won a Supercross, that Thede would drink a beer. So what's the big deal, you ask? Apparently Thede, 36, has never drunk an alcoholic beverage in his life. Thede will pay off his bet June 26 in downtown Mammoth, during the Mammoth Mt. MX week, Wednesday, 8:00 p.m. at Whiskey Creeks.

Although the 1991 AMA Camel Supercross Series has already been clinched by Team Honda's Jean-Michel Bayle, there is still a big chunk of dough up for grabs that will be decided at the **Los Angeles Supercross** on June 22, the final round of the series. The **Coors Silver Bullet Showdown** has yet to be decided, and the winner will receive $25,000. Throughout the 1991 Camel Supercross season, the winner of the fastest heat race earned one point towards the Showdown and the rider with the most points accumulated at the end of the 17-race series (not including the Daytona Supercross) will take home the cash. Following the San Jose Supercross, **Damon Bradshaw** leads the points race with five, while **Jeff Matiasevich** and **Bayle** are tied with four. In case of a tie, the rider with the most heat race wins, regardless of qualifying times, will be declared the winner.

The **Los Angeles Supercross** will also feature the **Western/Eastern Regional 125cc Shootout**, which will bring together the top 125cc riders from the East against their counterparts in the West. However, **Jeremy McGrath**, who clinched the Western Regional 125cc Supercross title at the San Jose Supercross will not participate in order to let his broken leg heal for the Michigan 125cc National MX, July 7. The Californian broke the tibula bone in his right leg at the May 26 Mt. Morris National. McGrath finished ninth at San Jose wearing a specially built brace on his leg. The winner of the L.A. 125cc Shootout will pocket $10,000.

The Oregon Motorcycle Road Racing Association (OMRRA) reports that **Alan D. Dennis**, 31, suffered fatal injuries in a practice session at Portland International Raceway, June 9. According to the OMRRA, details regarding the cause of the accident are not clear, although it is known that Dennis was involved in a multi-bike crash at the entrance to the race track's back straightaway. Paramedics responded immediately to the scene where Dennis was pronounced dead from apparent head injuries. Dennis, a Portland resident, is survived by fiancee Marlene Ragghianti, parents Dale and Grace Dennis, and other family members. Godspeed, Alan.

Motocrosser **Tallon Vohland** is well on the road to recovery following surgery to his left shoulder and should return to action at the July 7 125/250cc National Championship MX in Buchanon, Michigan. Vohland said that he may be able to start practicing as early as June 22. His brother **Tyson Vohland** missed the June 15 San Jose Supercross due to sprained wrists suffered at the Oklahoma Supercross but should compete in the June 22

Continued on page 4

All-Star Match Races planned for '92

Imagine a series of road races over a two-day period on one of America's premier circuits, pitting a team of North America's best historic racers and past champions against a stellar squad representing the rest of the world. Picture these competitors aboard immaculate 500cc machines from the golden age of Grand Prix racing, the late 1950s through early '70s.

Too good to be true? Well, the American Historic Racing Motorcycle Association (AHRMA) is working out the details of just such an event for 1992. Jeff Smith, AHRMA executive director, says negotiations are in progress with prospective team members and with circuits such as Daytona International Speedway. Rob Iannucci of Team Obsolete has been appointed team selection coordinator and has been contacting potential riders and machine owners.

A preliminary lineup for the North America team includes Dick Mann as the non-riding team captain, with the riding chores being handled by fellow Grand National Champions and Daytona 200 winners Roger Reiman and Gary Nixon, Daytona 200 winner Don Emde, Yvon DuHamel, Don Vesco, Mike Baldwin and Dave Roper. World Team hopefuls include former World Champions John Surtees, Phil Read and Kent Anderson, Classic Bike National Champions John Cornshaw and Bob Newby, Manx GP winner Dave Pither, and former Italian National Champion Roberto Gallina.

The format will be four races over two days, with the results scored by team, explained Smith. "This event will be a festival of some of the best road racers from yesteryear riding the same type of motorcycles on which they competed and won," Smith said. "Combine the match races with AHRMA's 11 classes spanning more than a half-century of motorcycle competition, and yet have an event that no enthusiast will want to miss."

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ON THE FRONT PAGE:

Greg Zitterkopf rode the first leg of the SCORE Baja 500 for the winning Sweetland/Krause/Zitterkopf/Roeseler team. For race coverage, see page 18. Photo by Trackside Photos.

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VOICES Letters to the editor

Lesser of two evils?

Governor Pete Wilson, the man *Cycle News* spoke so highly of before the election, has signed the helmet bill in California. Wilson's appointee to fill his position in the U.S. Senate, John Seymour, is working with Alan Cranston to shut down the California desert.

Why would *Cycle News* encourage people to vote for a man who is responsible for laws being passed against motorcyclists? Perhaps they felt he was better than Diane Feinstein.

Unfortunately you completely overlooked Dennis Thompson of the Libertarian Party. Thompson attended a motorcycle rally and he spoke out against the helmet law and defended the public's right to use public land.

In future elections, instead of supporting the lesser of two evils, check out the Libertarian candidate.

Art Olivier
Bellflower, CA

On June 8, Sen. Seymour accepted an invitation from the California Desert Coalition and rode a Honda Pilot in the Imperial Sand Dunes Recreation Area. According to the Motorcycle Industry Council, Seymour said the experience gave him an idea of the importance of OHV recreation. We trust Seymour will join us in opposing Cranston's California Desert Protection Act . . . Editor.

Freedom of choice

I am writing regarding the possibility of banning tobacco advertising in racing. I'm for racing, and allowing such a ban would greatly hurt all forms of racing. The tobacco companies already have limitations on the forms of advertising they can use and deserve no more sanctions.

The worst situation from this type of ban is a violation of rights. Laws are passed for the protection of others. I always wear a helmet when riding or racing, but there should be no mandatory helmet laws. I don't smoke, but that doesn't mean that others can't. I wear a seat belt, but it shouldn't be mandatory. The government is passing laws that are infringing on the rights of the individual and that's not right.

I believe in public awareness but still allowing freedom of choice. I hope other people feel this way too and let their feelings be known. After all, there could be a law that says motocross racing is too dangerous, and I would like to be able to make the choice to race or not.

Dion Collet
Tulsa, OK

Iron lady

About a month ago, a young lady, Becky Lewis of St. Louis, Missouri, bought a new Yamaha RT180 playbike. On Sunday, June 9, she entered her first race, a two-hour Missouri Hare Scrambles Championship Series race. She rode the entire course (there was no beginner loop). She fell a lot and she bent her shifter against the cases and had use of first gear only for a while. There was a long section of really rough and rocky dry creek bed, but she did not go around it.

Finally, an hour after the race was officially over, Becky finished her first hare scrambles. Many better riders had quit, using sniveling excuses like "It's too dusty," or "The course is too fast." Those riders should be inspired by Becky's perseverance and persistence. I will never whine or quit a race again after seeing her determination to finish even when the sweep crew tried to get her to take the easy way back.

Congratulations, Becky, from your friend and coach.

Dennis W. Eaton
Imperial, MO

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IN THE WIND By Papa Wealey

Continued from page 3

Camel Supercross season-finale in Los Angeles, California.

Niall Mackenzie has left the Silkolene Honda team and the World Championship Superbike Series to pursue a Grand Prix ride. The decision was made "by mutual agreement" after he returned home from the U.S. round at Brainerd where he was unhappy with the level of equipment being supplied to him. The Scot is being linked with the Kenny Roberts "B" team, at least for a ride in the British GP, although the rumors persist of a permanent ride alongside Doug Chandler with Budweiser backing. Also in the works is a Suzuki 8-Hour ride with Australian Peter Goddard on a factory Yamaha YZF750. "I've spoken to Paul Butler (of the Roberts team) and he said there was some possibility of some more GP rides this year and that he was talking to some sponsors," Mackenzie said. "He's also mentioned the possibility of a ride next year." Mackenzie said he was relieved in some ways to have made the decision to quit the Silkolene Honda team, but was quick to say, "But it might be the worst decision I've ever made. I had a two-year deal and it was easy. But I'd rather make a clean break." About the Superbike Series: "I think it's a brilliant championship; the people are great and the racing is good, but you need a competitive team and bike."

At the June 29 Lima Half Mile National, Team Harley-Davidson's **Scott Parker** will be shooting for his 41st career National win, which will earn him sole possession of first on the all-time win list. Parker currently shares that honor with dirt track legend **Jay Springsteen**, as both riders boast 40 wins each. Things look good for Parker, as he not only scored the win at last year's Lima Half Mile, but also holds the track records for the fastest single lap, and the fastest 20-lap race.

RESIGNED: Dan Van Epps, as marketing manager for Cagiva North America, to accept the position of director of sales for the Skip Barber Racing School, effective June 24.

MOVED: Kosman Specialties, to 55 Oak St., San Francisco, CA 94102. Phone: 415/861-4262; FAX 415/861-2788.

Jeff Emig mows down a second helping in Oklahoma.

After his win in Tempe, Arizona, Jeff Emig was still hungry for another serving. So he gobbled himself up the 125cc Main at the Oklahoma State Fair Speedway in Oklahoma City. Which makes Jeff Emig a rider the competition better watch out for.

Now here's how it all happened. Jeff grabbed the holeshot from the start and stayed there until the first half of the race. Then a challenge from the competition gave Jeff a run for his money as he exchanged the lead with the opposition several times. But as anyone would guess, Jeff was sitting on top of a Yamaha YZ125. And that was all the edge he needed to win the 15-lap race.

Also coming in third was DGY Team rider Jimmy Button. And of course, he was riding a Yamaha YZ125.

But with every race, whether we win or lose, we take what was learned from the track and put it into building a better bike. So check out the Yamaha YZ125 at your local dealer. Because they're serving up some of the hottest bikes in town.

YAMAHA
Go your own way

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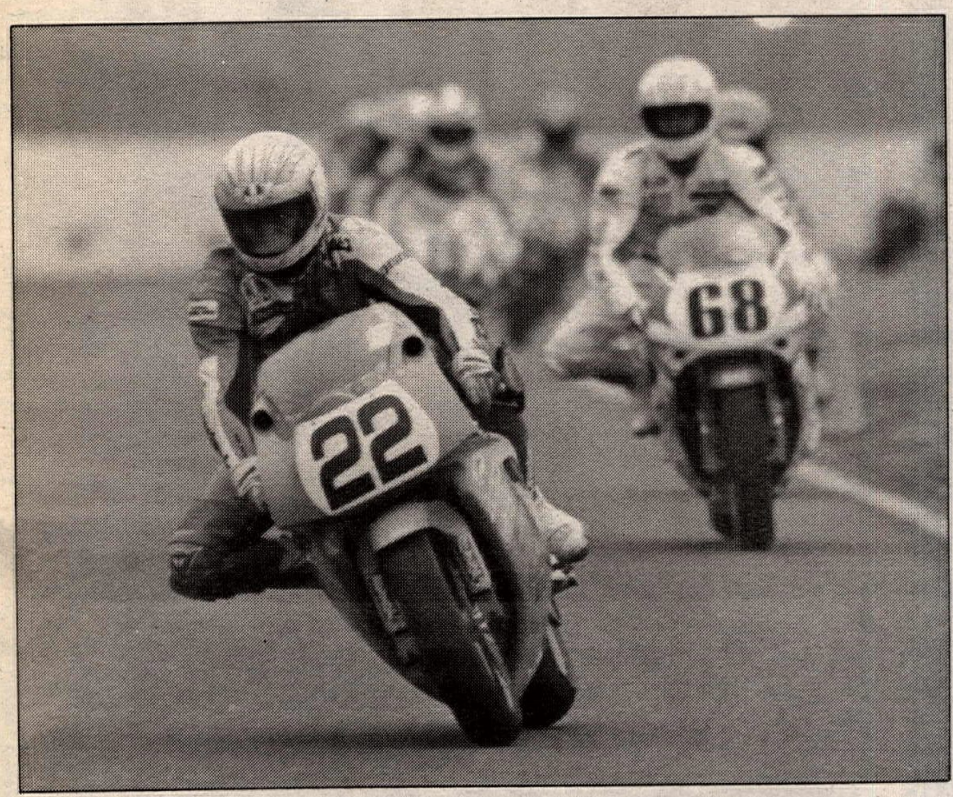
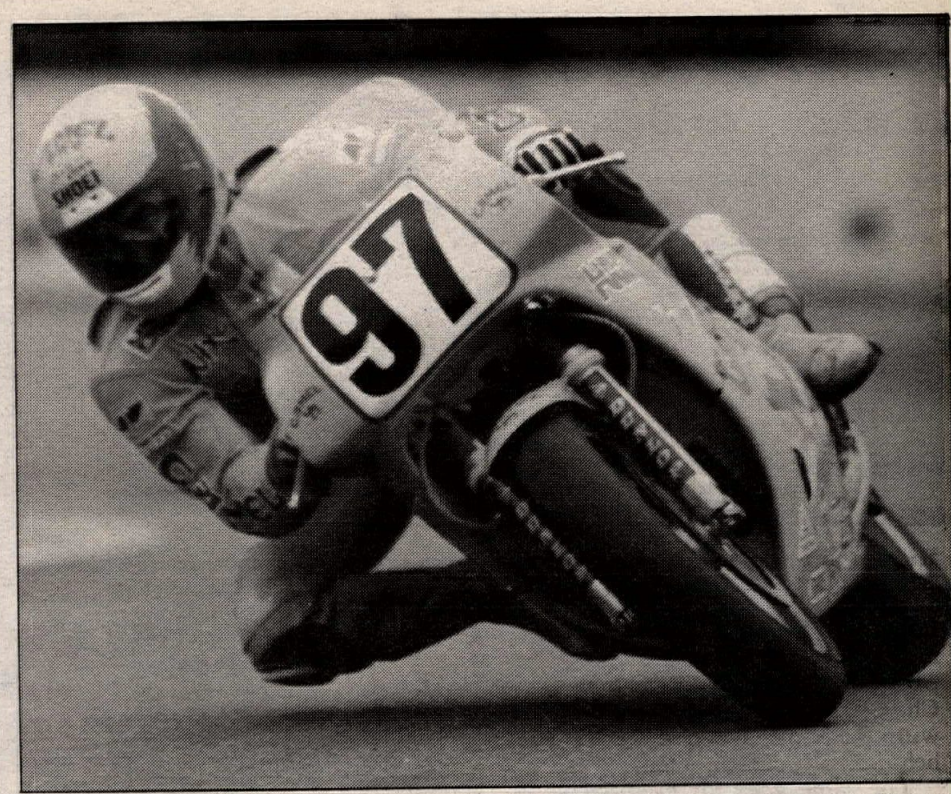
ROAD RACE AMA Superbike National Championship: Round 2



Georgian Scott Russell (22) dominated the Superbike National from start to finish.



Miguel DuHamel rode a lonely race to finish a distant second behind Russell.

Russell in a class of his own at Loudon

By Paul Carruthers
Photos by Henny Ray Abrams

LOUDON, NH, JUNE 16

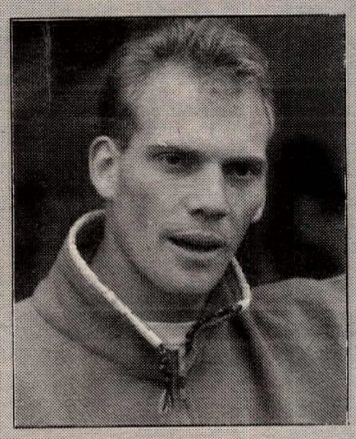
Georgian Scott Russell picked up where his former Muzzy Kawasaki teammate Doug Chandler left off, as he decimated the rest of the field en route to winning the 68th running of the Loudon Classic at New Hampshire International Speedway.

Russell turned in a stunning performance to win the second AMA National of his career, topping Daytona 200 winner Miguel DuHamel by an unexpected 28.750 seconds. And the rest were even further behind as the ultra-impressive Russell lapped all but eight riders in the 60-mile race.

Third place went to Vance & Hines Yamaha's Thomas Stevens after a spirited ride in which the Floridian passed his teammate Jamie James on the final go-around. DuHamel's Camel-backed Commonwealth Honda teammate Rich Arnaiz finished fifth after fighting off faceshield-fog-induced blindness for the majority of the race.

And he was not alone. Ghastly weather invaded New England on Saturday afternoon, making Sunday's race a blustery and cold, yet dry, affair and faceshield fogging problems plagued more than one. Pre-race favorite and current World Championship Superbike Series leader Doug

Russell earns the pole



Mother Nature guaranteed Scott Russell (right) the pole position by dousing the New Hampshire International Speedway with a rain storm just prior to the third and final qualifying session on Saturday, thwarting the chance of anyone eclipsing his second session time.

In fact, none of the 47 who attempted to qualify for the National tested themselves against the elements in the wet session, as the track remained empty.

Russell and the Muzzy Kawasaki were the only combination to break the 1-minute, 15-second barrier on the twisty, 1.6-mile track set deep in the heart of New England. Russell turned a 1:15.800 in the second session for an average speed of 75.989 mph to earn his first Superbike pole of the young season.

"I was going to go faster this time, but I didn't get the chance," Russell said. "I'm not worried if it rains tomorrow, I know what I can do in the rain. We've got a good rain setup and I'm confident in the rain. But I want a dry race so we can go out there and cook." The confident Russell predicted the race pace to be in the high 1:15 range if the rain stayed away.

Second quickest was the Vance & Hines Yamaha of Jamie James, the Louisianan becoming increasingly more familiar with the Yamaha with each and every lap. James clocked a 1:16.127 in the second session and was hoping to go quicker before rain put a damper on the proceedings.

"I wanted to try and better it," James said. "I was pushing pretty hard, but I feel like I could have gone a touch faster. The bike's much better. The guys have been working a lot, and we've made a lot of chassis changes. It's right around where I want it for the rest of the year. I don't think you'll see it change much from here. I wish I had it like this in Daytona."

Daytona 200 winner Miguel DuHamel put the Camel-backed Commonwealth Honda RC30 on the front row with a 1:16.249 in the second session. "Being on the pole would be great, but my outlook is just to be on the front row," the 22-year-old said. "If you're on the front row, you've got a good shot at it. My fastest laps were set on the race tire, so we're pretty happy. I wanted to go out in the rain, but everyone is telling me that the weather report is good for tomorrow. So we didn't go out. If it rains, it will be the same for everybody because nobody went out.

DuHamel, like most of the others, predicted that a group of five or six riders would race together at the front. "If there's a group, I'll stay in the group," he said. "But if someone tires to break away, I'll try and go with them."

Doug Polen's Fast By Ferracci Ducati filled the front row, his fourth quickest time of 1:16.301 also coming in the second session. Polen was trying to make his AMA-spec Ducati feel like his World Superbike-spec bike, despite the 20 some pounds of extra weight and five less horsepower.

"We didn't have an opportunity to make sure and check things out and get a final set up for tomorrow," said the Texan who has been dominating the World Championship Superbike Series. "Based on experience, the setup I've got now is probably fairly close. I was fourth in both sessions, but I'm a closer fourth than I was before. They (his competition) look like they're really motivated to go, but I think this track is too tight for someone to split. I think there will be a good group at the front."

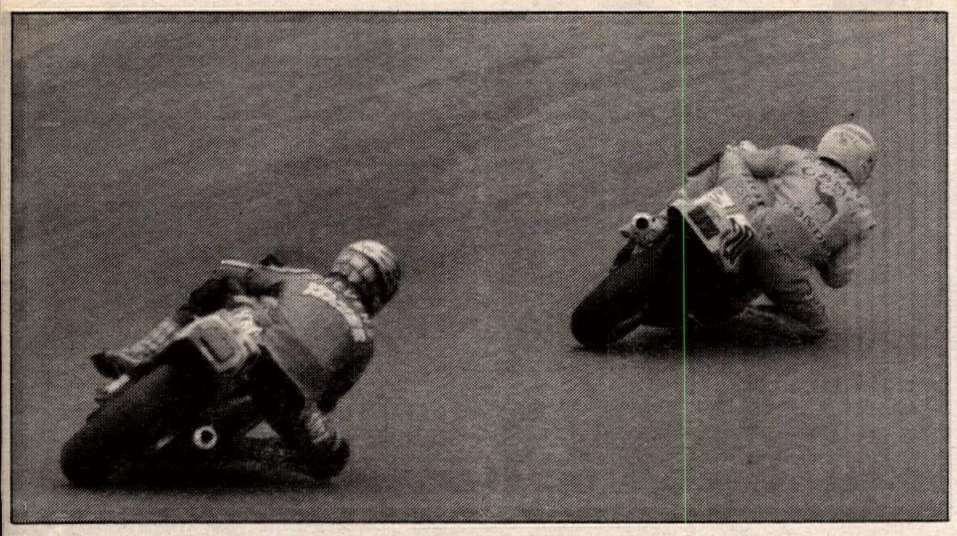
To date, Polen had yet to ride the Ducati in the rain, but he felt confident that the fuel-injected V-twin would have "better rideability than the carbureted bikes." And if it rained? "We'll soften it up, front and rear, and put rain tires on it. That's pretty much it."

DuHamel's teammate, Rich Arnaiz, led the second row with a 1:16.790 lap, with The Boys-backed Dale Quarterley (1:16.913), Yoshimura Suzuki's Mike Smith (1:16.993) and Two Brothers Racing's Freddie Spencer (1:17.133) filling the second row.

"I was hoping we could do a little better," Arnaiz said. "We've got a couple of things to try. The bike's not handling bad or anything, the traffic is just messing me up. If it rains, everybody's in the same boat. I've ridden in it, but I don't like it."

Vance & Hines' Thomas Stevens, Muzzy Kawasaki's Pascal Picotte, Cio.Ca. Moto's Jimmy Adamo, Yoshimura's Tommy Lynch, Wiseco's Tom Kipp and New York Motorcycles-backed Phil Kress rounded out the top 15 qualifiers. The 40th and final qualifier for the National was William Beesch, stopping the clock at 1:25.117.

With the top seven qualifiers separated by only a second, the National, if the weather cooperated, looked to have the makings of a gem.



Rich Arnaiz held off Thomas Stevens for most of the race, but Stevens got by.

The top three, Stevens, Russell and DuHamel celebrate after the National.

Polen was forced to drop out of the race after 23 laps because of faceshield problems, and three-time World Champion Freddie Spencer suffered with the same problem for 19 laps before finally calling it a day.

The same goes for eventual sixth place finisher Dale Quarterley on the The Boys-backed Honda RC30. Quarterley also had vision problems, but soldiered on to finish sixth after a warm-up lap crash knocked one of his footpegs off.

Russell's teammate Jacques Guenette, Jr., Wiseco Yamaha's Tom Kipp, Yoshimura Suzuki's Tommy Lynch and Yamaha Canada's Pascal Picotte rounded out the top 10 finishers.

But there was little denying that this day belonged to Russell and the Muzzy Kawasaki. A green streak from the drop of the flag to the completion of the 38-lap race, Russell earned the $11,040 winner's share of the $60,000 Superbike purse as he moved himself into a position to challenge for the Superbike National Championship.

The series point standings see DuHamel on top with 37 points followed by Russell at 31, Stevens and James tied at 30 and Arnaiz fifth with 24 points. Seven races remained in the nine-race series.

With his confidence enhanced by his first-ever pole position (see sidebar), Russell never doubted that this race was his to win.

"This is a nice little dream come true," said the man who finished second four times in 1990. "I knew I could do it. I was confident all week that I could pull it off. Everything went so smooth it was unbelievable."

Russell walked with the gait of a winner all weekend, and the cold front that moved through the area on Saturday night did little to faze him, although it did keep the attendance figures down to an estimated 51,000 spread out over the three-day meet.

With thick cloud cover overhead, and only a five-foot wide dry racing line, the National got underway in a light drizzle with the majority of the field using slick tires front and rear.

While the others may have had some concerns over the less-than-ideal racing surface, Russell didn't give it a second thought. At the drop of the green flag he put his head down and didn't let up.

At the end of the opening lap on the tight and twisty 1.6-mile circuit, Russell led by 3.5 seconds. By the third lap he was 6.7 seconds ahead of the field. And then he really turned it up a notch, clocking a one-minute, 16.17-second lap on the fourth go-around to open up a 10-second lead by the fifth lap. That was all she wrote.

Russell continued to run the Kawasaki deeper into the corners than anybody else and he ended up nearly a half-a-minute better than his closest competition. And that turned out to be DuHamel, although competition is not a fitting word in this case because Russell simply didn't have any.

DuHamel ended the first lap in second place and he stayed there, pulling steadily away from the pack behind him to easily finish behind Russell.

The race for third place, though, was in doubt throughout. Initially that spot was held by Yoshimura Suzuki's Mike Smith, but the non-defending WERA Formula USA Champion was knocked back first by James, then Polen, then Arnaiz, Stevens, who suffered from a bad start when his bike bogged badly off the line, and a host of others. Smith would later settle into eighth place before crashing out of the race on the 32nd lap.

After taking over third, James suddenly found himself coming under the attack of Polen and a group of nine others. But the Texan soon started a consistent fade.

"I couldn't see right off the bat," Polen said later. "Right after the sighting lap, I thought, 'this is going to be some trouble.' " Polen also wore out his rear Dunlop tire. "Something wasn't right and the front was pushing, so I had to square the corners off and that wasn't so good on the rear tire." He decided to call it a day on the 23rd lap, when not being able to see started to present a danger to himself and the others he was racing with.

"I started to go backwards in a hurry," Polen said. "I didn't want to take anybody out and I would have ended up out of the points anyway."

Polen's demise started on the 14th lap, and by that time Spencer had already pitted after running early with the freight train battling for third. The former World Champion brought the Two Brothers Racing Honda RC30 into the pits and tuner Mike Velasco tended to his faceshield. Spencer returned to the track a lap down, turning quick laps and keeping pace with DuHamel, before pitting for good on the 19th lap.

James' break on the trailing pack was short-lived as Arnaiz fought through to catch the Louisianan, bringing Stevens along with him. Soon those three were clear of a battle between Quarterley and Guenette, in which Quarterley prevailed despite having a fogged faceshield and no left footpeg.

The New Englander had crashed on the warm-up lap when his steering damper locked up. The ensuing turn 12 tumble knocked the peg off, but Quarterley hammered on, running with the group battling for third before James, Arnaiz and Stevens broke clear.

"I thought it was going to be cold and rainy, so I wore a T-shirt," Quarterley explained. "I kept getting hotter and hotter and the faceshield kept getting worse. With the footpeg gone, I couldn't bear down on it going up the hill."

James looked to have an edge on Arnaiz and Stevens, with Arnaiz's face no longer visible through his fogged shield. "I couldn't see when I was braking," an angry Arnaiz said after the race. "It started right when I caught Jamie — from turn one on, and it wouldn't go away."

With three laps to go, the patient Stevens moved past Arnaiz and set his sights on his teammate. On the final lap, he dove underneath on the brakes in turn three and held third place to the finish line.

"After struggling in qualifying, I was getting down on myself," Stevens said. "A good friend of mine told me to dig deep. He told me to think about having a job (other than racing). If that doesn't motivate you, nothing will. I was biding my time, watching my pit board and I told myself I had to get on the move. I saw where they were weak and I made my move on Rich and went after Jamie. Things just played into my hands."

Fourth place was all James, with Arnaiz falling off the pace to finish fifth.

"I didn't realize he (Stevens) was that close," James said of his teammate's last-lap pass. "My crew was waving. They were telling me to go but I thought they were saying I had it. There was a lapped rider, and then Thomas flew by both of us. I got back under him in the bowl and we went up the hill side-by-side, but he had the line and I had to let off. It would have been idiotic to try again in the tight section."

Behind Arnaiz came Quarterley, Guenette, Kipp, Lynch (using intermediate Michelins that were badly worn at the end of the race) and Picotte.

Among the notables missing at the finish were Mad Dog's Mike Harth, who crashed in the first turn of the race, and Jimmy Adamo, who ran at the back of the pack dicing for third before crashing in turn one on the 11th lap.

DuHamel, who had a relatively lonely race, was happy to still be leading the championship: "I feel great. The whole team is happy. Scott got a good start and got away. I just rode my own little race. I think we're looking at a real tough season." CN

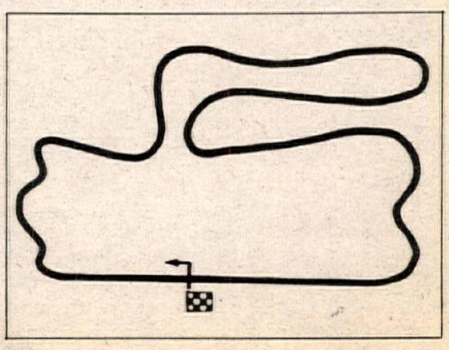
Results

QUALIFYING: 1. Scott Russell (1:15.800); 2. Jamie James (1:16.127); 3. Miguel DuHamel (1:16.249); 4. Doug Polen (1:16.301); 5. Rich Arnaiz (1:16.790); 6. Dale Quarterley (1:16.913); 7. Mike Smith (1:16.993); 8. Freddie Spencer (1:17.133); 9. Thomas Stevens (1:17.237); 10. Jacques Guenette, Jr. (1:17.477); 11. Pascal Picotte (1:17.809); 12. Jimmy Adamo (1:17.940); 13. Tommy Lynch (1:18.031); 14. Tom Kipp (1:18.057); 15. Phil Kress (1:18.097); 16. Mike Harth (1:18.669); 17. Benoit Pilon (1:19.039); 18. Britt Turkington (1:19.500); 19. Bob Sandy (1:20.244); 20. Jason Pridemore (1:20.487); 21. John Hopperstad (1:20.870); 22. Michael Taylor (1:21.267); 23. Mario DuHamel (1:21.401); 24. Marc Smith (1:21.461); 25. Jeff Heino (1:21.916); 26. Brad Hazen (1:21.986); 27. Pablo Real (1:22.318); 28. Eric Moe (1:22.55); 29. Dean Mizdal (1:22.552); 30. Christian Gardner (1:22.580); 31. James Lussier (1:22.846); 32. Robert Wright (1:22.878); 33. Craig Gleason (1:23.019); 34. Joe Williams (1:23.875); 35. Lawrence Hanlon (1:23.987); 36. Steven Harrison (1:24.389); 37. Mike Walsh (1:24.401); 38. Mike Karm (1:24.625); 39. Warren Elliott (1:24.687); 40. William Beesch (1:25.117).

SUPERBIKE NAT'L: 1. Scott Russell (Kaw); 2. Miguel DuHamel (Hon); 3. Thomas Stevens (Yam); 4. Jamie James (Yam); 5. Richard Arnaiz (Hon); 6. Dale Quarterley (Hon); 7. Jacques Guenette, Jr. (Kaw); 8. Tom Kipp (Yam); 9. Tommy Lynch (Suz); 10. Pascal Picotte (Yam); 11. Benoit Pilon (Yam); 12. John Hopperstad (Yam); 13. Britt Turkington (Suz); 14. Brad Hazen (Yam); 15. Joe Williams (Hon); 16. Jeff Heino (Suz); 17. Jason Pridemore (Suz); 18. Craig Gleason (Suz); 19. Christian Gardner (Yam); 20. Eric Moe (Hon); 21. Robert Wright (Suz); 22. Marc Smith (Kaw); 23. Dean Mizdal (Suz); 24. Lawrence Hanlon (Kaw); 25. William Beesch (Suz); 26. Mike Smith (Suz); 27. Doug Polen (Duc); 28. Freddie Spencer (Hon); 29. Bob Sandy (Kaw); 30. Mario DuHamel (Suz); 31. Jimmy Adamo (Duc); 32. Mike Harth (Yam); 33. Steven Harrison (Kaw); 34. Phil Kress (Kaw); 35. Michael Taylor (Kaw); 36. Mike Walsh (Yam); 37. Warren Elliott (Duc).

Time: 49 min., 0.745 sec.
Distance: 38 laps, 60.8 miles.
Average Speed: 74.430 mph.
Margin of Victory: 28.750 sec.

AMA SUPERBIKE NAT'L C'SHIP POINT STANDINGS: 1. Miguel DuHamel (37); 2. Scott Russell (31); 3. (TIE) Thomas Stevens/Jamie James (30); 5. Richard Arnaiz (24); 6. Dale Quarterley (20); 7. Jacques Guenette (17); 8. Rueben McMurter (9); 9. Tom Kipp (8); 10. Tommy Lynch (7); 11. (TIE) Pascal Picotte/Britt Turkington/Mark Chin (6); 14. Benoit Pilon (5); 15. John Hopperstad (4).



ROAD RACE AMA 250cc Grand Prix Series: Round 2

Jimmy Filice (93) leads Nick Ienatsch (24) and eventual winner Danny Walker (71).

Walker makes the right choice

By Henny Ray Abrams

LOUDON, NH, JUN 16

Just before the start of the 250cc Grand Prix, Gold Hill Racing's Danny Walker made a decision that would win him his first-ever AMA professional road race. "At the very last minute we took a gamble and put slicks on," the Data Track/Shoei/Dynajet-sponsored Coloradoan said. "I knew I couldn't catch them at the start," he said, knowing that the partly wet track was still drying, "but I thought I'd catch up a little at a time."

As it happened, Walker stalked race leader Nick Ienatsch, Del Amo Yamaha-mounted, and passed him with seven laps to go in the 32-lap, 39.2-mile race. From then on he quickly opened up a gap that would be 7.499 seconds at the end.

Walker finished the race in 45 minutes, 07.940 seconds at an average speed of 68.067 mph.

Third went to Canadian Rick Tripodi on the Brutune Racing Services/Silkolene Oils/Arai Yamaha with fourth going to DavHar Racing's Chris D'Alusio and fifth to Dianetics' Don Greene.

Tires would be the key for the race. The top four qualifiers all had different combinations with Walker's, ninth fastest, the most unique. His were a Michelin Radial front and Dunlop Radial rear.

Fast qualifier Jim Filice made a last minute decision to use Dunlop rain tires front and rear on his debut aboard the L.A. Motor Works Yamaha and it cost him. Though the Californian would run near the front early on, as the track dried he quickly faded to an eleventh place finish.

D'Alusio chose a bias ply Dunlop rain front and a hand-cut slick rear with Ienatsch mounting a Dunlop intermediate front and slick rear, hand-scuffed on the pit lane.

Fourth fastest Jon Cornwell went with Dunlop slicks front and rear.

Filice led at the start before moving backwards, handing the lead to Ienatsch to start the fourth lap. In an effort to stay near the front, Filice was using wide, sweeping lines where the track was still wet, but it wouldn't help.

Ienatsch, running in the low 1:24 lap range, six seconds slower than he'd qualified, tried to pull away, but Cornwell would have none of it. The persistent Canadian stuck to his rear, using an aggressive pass under the Motorcyclist magazine editor to start the eighth lap.

Walker was alone in third with D'Alusio fourth ahead of Tripodi and the fading Filice with Greene seventh.

More daring in traffic, Cornwell quickly pulled away until the 12th lap when he crashed on the back part of the course.

"My visor misted up going under the trees," Cornwell began, "and I clipped some wet pavement, lost the front end and put it down. The suspension stopped working because the footpeg was jammed in the swingarm and I had to come into the pits to fix it."

After re-joining the race nearly a lap down, Cornwell was instantly back up to speed picking off riders every lap on his way to sixth.

"I made one error at the top of the hill and it cost me," he said.

At the halfway mark, Ienatsch had over a 14-second lead over Walker who was well in front of D'Alusio, with Tripodi charging. Well back was Greene with Tom Paris up to seventh.

A lap later, on the 17th lap, Walker knocked three seconds off Ienatsch's lead and, after one more go-around, the gap was under nine with Walker's lap time a 1:22.36 and Ienatsch still in the 1:25s.

It was only a matter of time before the lead would change hands and it happened in traffic on the 25th lap as the two hit backmarkers in the slow turn three left-hander. Ienatsch got sandwiched between a pair of slower riders with Walker taking a lower line that appeared to be slower, but was ultimately more advantageous. Once out front, Walker wasn't to be denied.

"As soon as I came in from the first warm-up lap I told my crew we were stylin'," Walker said. "The dry line got wider and wider and wider and it worked out."

Walker said he uses a Michelin front because it "sticks like glue," and he hadn't been able to find a Dunlop that worked as well, though he liked the Dunlop rear. His only problem was one most of the riders experienced; a fogging faceshield.

"From the second lap on I couldn't see and had to open the shield. I probably overshot turn three because of that and thought I was going down. I could have gone five seconds a lap faster if I could see," Walker said.

The problem was worse for Ienatsch, who could be seen flipping his visor up in the first few corners, since he also wears eyeglasses. "It was pretty fogged up and I would open it but the wind would push it down," he said. "With glasses, it's a double hassle. But it didn't slow me down that much.

"The bottom line is that you can't have the front end go," Ienatsch said, explaining his front tire choice. "I figured I could use something soft. I was over there just before the race doing a tire change. Basically, I went as fast as I thought I could go and Walker thought he could go faster and he sure did."

But Ienatsch was still able to maintain his points lead atop the 250cc Grand Prix Championship standings with 32 to D'Alusio's 24. Tom Paris is third with 21, one better than Walker.

D'Alusio lost third at the halfway mark when Tripodi forged past in the turn three left-hander. The Connecticut native tried to stay close, but his front was disintegrating badly and it was all he could do to stay upright.

"I had to change all my lines," D'Alusio said. "I had to go in slower to lift the front so I wasn't working it. Downhill turn nine was unbelievable. It was a whole different track."

Tripodi's front, a Michelin rain radial was "amazing," he said. "I was braking almost as good as on slicks," and that's where he would make time up since he conceded that D'Alusio's bike was a little quicker. Part of that, Tripodi explained, was due to his having to use one stock and one modified cylinder on his Brutune Racing Services Yamaha. "We were breaking in the barrel on the warm-up laps," he said.

Only the top four riders finished on the lead lap with Don Greene a lap down in fifth ahead of the resurgent Cornwell, and Matt Crane seventh. CN

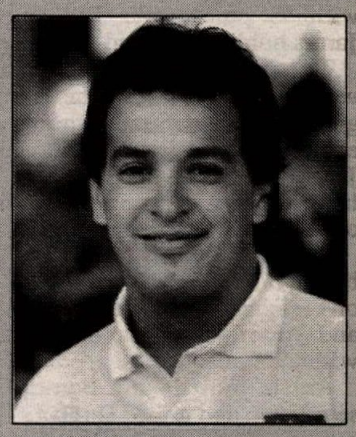
Results

250 QUALIFYING: 1. Jimmy Filice (1:17.886); 2. Chris D'Aluisio (1:18.055); 3. Nick Ienatsch (1:18.178); 4. Jon Cornwell (1:18.663); 5. Martin Miller (1:18.857); 6. Don Greene (1:19.277); 7. Rick Kirk (1:19.333); 8. Andrew Trevitt (1:19.523); 9. Danny Walker (1:19.762); 10. Mike Sullivan (1:19.926); 11. Rick Tripodi (1:20.150); 12. Matt Crane (1:20.152); 13. Steve Lombardo (1:20.165); 14. Brad Sawyer (1:20.173); 15. Tom Paris (1:20.563); 16. William Himmelsbach (1:21.193); 17. Stephane Bergeron (1:21.889); 18. Cliff Bigoney (1:22.549); 19. Jimmy Mosley (1:22.893); 20. Donn Lewis (1:23.344); 21. Jeff Johnson (1:23.673); 22. Greg Esser (1:23.761); 23. Richard Inman (1:23.820); 24. Jim Bonner (1:23.871); 25. Joe Cole (1:23.902); 26. Mark Long (1:23.962); 27. Michael Hunger (1:24.142); 28. Darrell Cooney (1:24.182); 29. Kurt Dimick (1:24.545); 30. Perry Melnectuc (1:24.577); 31. Thornton McPheeters (1:25.140); 32. Mike Lavallee (1:25.569); 33. John France (1:25.760); 34. Edward Borowy (1:27.230); 35. Mike Mondo (1:27.622).

250cc FINAL: 1. Danny Walker (Yam); 2. Nick Ienatsch (Yam); 3. Rick Tripodi (Yam); 4. Chris D'Aluisio (Yam); 5. Don Greene (Yam); 6. Jon Cornwell (Yam); 7. Matt Crane (Yam); 8. Tom Paris (Yam); 9. William Himmelsbach (Yam); 10. Brad Sawyer (Yam); 11. Jim Filice (Yam); 12. Mike Sullivan (Yam); 13. Jimmy Mosley (Yam); 14. Michael Hunter (Yam); 15. Donn Lewis (Yam); 16. Stephane Bergeron (Hon); 17. Steve Lombardo (Yam); 18. Edward Borowy (Hon); 19. Martin Miller (Yam); 20. Greg Esser (Yam); 21. John France (Yam); 22. Philipe Landru (Yam); 23. Joe Cole (Yam); 24. Thornton McPheeters (Hon); 25. Andrew Trevitt (Yam); 26. Kurt Dimick (Yam); 27. Jim Bonner (Yam); 28. Mark Long (Yam); 29. Jeff Johnson (Yam); 30. Cliff Bigoney (Yam).
Time: 45 min., 7.940 sec.
Distance: 32 laps, 51.2 miles.
Average Speed: 68.067 mph.
Margin of Victory: 7.499 sec.

250cc GP C'SHIP POINT STANDINGS: 1. Nick Ienatsch (32); 2. Chris D'Aluisio (24); 3. Tom Paris (21); 4. Danny Walker (20); 5. Jon Cornwell (17); 6. Rick Tripodi (15); 7. Don Greene (11); 8. Doug Brauneck (10); 9. (TIE) Matt Crane/William Himmelsbach (9); 11. Joe Cole (8); 12. Brad Sawyer (6); 13. (TIE) Jim Filice/Andrew Trevitt (5); 15. Mike Sullivan (4).

Filice fastest in return



Jimmy Filice last won the Loudon 250cc race in 1982 on the old circuit. The last full season he rode in the U.S. was in 1987, and that was on a superbike. And he started this season with offers in both the GPs and the WERA Formula II Series.

But when the call came from Maurice Murray to race a near stock L.A. Motor Works Yamaha TZ250 in the AMA 250cc Grand Prix Series, Filice said yes. And with points leader Nick Ienatsch only 15 points in front, Filice arrived at Loudon as an instant threat for the title.

Filice had only ridden the L.A. Motor Works machine for 30 laps during a test at Laguna Seca and he'd never seen the new layout at Loudon. But that didn't stop him from setting the fast time and taking the pole position in his first AMA 250cc race in nearly two years.

"Yesterday I didn't get a real clean lap," Filice said on Saturday afternoon after clocking a 1 minute, 17.866 second lap at an average speed of 73.594 mph. "I made some changes today in my strategy. Yesterday was like the GPs. The first few laps were clean. Then I caught slower riders too soon and I was always in traffic. Today, I started slow, warmed up the tires, got some gaps and it worked out better. The track is short and tight and it's hard to be alone."

The Modesto, California resident — the only rider in the 17s — said the hardest part of the track was the uneven transition from the oval to the road section where the track either jumped up or fell off.

"If they weren't there, it'd be at least a second. You lose a lot of corner speed," he said.

Second-fastest Chris D'Alusio agreed with Filice on the problems of the track and traffic.

"The biggest thing this morning was getting a free track," the DavHar/Arai/Dunlop-sponsored D'Alusio said. "I knew within the first few laps the bike wasn't set, but I did improve.There's very limited time on the track. It gives you a lot of time to consider changes. The changes we made didn't really help," D'Alusio said, explaining his suspension and motor adjustments.

But, noting how close the top several riders were, D'Alusio said, "No one's going to pull away tomorrow. Everyone's on the same tires and, basically, the same bikes. This is definitely a racer's track."

Third fastest was Del Amo Yamaha's Nick Ienatsch, his 1:18.178 just .122 seconds slower than D'Alusio on his first visit to the New Hampshire circuit. Ienatsch was nearly pitched off the front of the Yamaha over the transition bumps, bending the fairing brackets in the process and putting boot marks on the gas tank.

Canadian Jon Cornwell filled out the front row of the grid with a first session time of 1:18.663 which he couldn't improve on in the second session.

DuHamel beats Arnaiz at Loudon

By Paul Carruthers
Photos by Henny Ray Abrams

LOUDON, NH, JUNE 16

Trying to make up for last week's disqualification in the second round of the series at Brainerd, Commonwealth Honda's Miguel DuHamel managed to hold off the near-race long advances of his teammate Rich Arnaiz to take the 600cc Supersports win at New Hampshire International Speedway.

The victory was DuHamel's third straight on the race track, but last week at Brainerd he was stripped of his win when his bike was found to have an illegal exhaust header in post-race tech inspection.

But there was no denying DuHamel and his Dunlop-shod Honda CBR600 F2 in this one, a race which started in wet conditions and finished on a near-dry race line. Second place went to DuHamel's Californian teammate Arnaiz on an identical Honda while Tom Kipp put his Bridgestone-shod Atlantic Motorsports Group Honda CBR600 F2 into the winner's circle for the second successive race.

Kevin Rentzell finished fourth on his Yamaha of Jacksonville Yamaha FZR600 with Brockton, Massachussett's Robert Wright rounding out the top five finishers on his Quarterley Racing-backed Yamaha.

The championship point leader going into Loudon, Jamie James, had a miserable day on his Vance & Hines Yamaha with the steering damper failing. James could barely ride the machine in the miserable conditions, and he struggled to finish 22nd and out of the points.

Thus the points lead goes to Kipp with 45 points over DuHamel's 40. James holds on to third with 32 points.

The rain had stopped but the track was still very wet when the 22-lap final got underway on Sunday morning. The early leader was Two Brothers Racing's Jeff Farmer, but the Floridian would later fade before crashing out of the race on the fifth lap.

DuHamel quickly moved past Farmer by the time the pack arrived in turn 10 on the opening lap, with Michael Barnes and Arnaiz wasting no time in sticking with the Canadian.

Arnaiz moved past Barnes on the second lap and trailed DuHamel by just over two seconds on the fourth go-around. Arnaiz quickly sliced into DuHamel's lead and by the sixth lap the duo were together.

They stayed that way until the 16th lap when DuHamel got the better breaks in traffic and pulled clear from his teammate. Not wanting to risk a crash, Arnaiz backed down and DuHamel led him across the line by 6.5 seconds.

"I lost the front one time, and I didn't want to crash," Arnaiz said.

The battle for third was led initially by Barnes but Kipp and Rentzell were on the move. Kipp, who completed the first lap in 10th place after getting "slammed from behind in turn one," sliced his way through the pack to fourth. By the time he did so, he was some 10 seconds behind Barnes, but he kept plugging away, and on the 18th lap he was with him as they approached turn three. In turn 10 on the same lap, Barnes crashed on the wet pavement, allowing Kipp, Rentzell and Wright, who earned the Top Expert honors, with his fifth place finish, to motor by. Barnes remounted to finish sixth.

"The racing line was real small," DuHamel said. "It was impossible to get by some of those guys. A couple of times things worked well for me in traffic and sometimes it didn't." CN

Results

HEAT 1: 1. Miguel DuHamel (Hon); 2. Larry Schwarzbach (Yam); 3. Jamie James (Yam); 4. Rich Arnaiz (Hon); 5. Tom Kipp (Hon); 6. Takanobu Koyama (Hon); 7. Kevin Rentzell (Yam); 8. John Illich (Hon); 9. Louis Saccoccio II (Hon); 10. Joseph Prussiano (Hon); 11. Franklin Knight (Hon); 12. Joseph Horowitz (Yam); 13. John Bellussi (Hon); 14. Michael Myers (Hon); 15. Doug Carmichael (Hon); 16. William Greenwood (Yam); 17. Michael Saia (Yam); 18. Andrew Slater (Yam); 19. David Barretto (Yam); 20. Todd Scranton (Yam); 21. Philip Guarino (Hon); 22. Ralph Peppe (Yam); 23. John Clarke (Yam); 24. Scott Ruehle (Yam); 25. Raymond Blanchard (Yam); 26. Jordan Brown (Yam); 27. David Singleton (Hon).
Time: 6 min., 41.192 sec.
Distance: 5 laps, 8 miles.
Average Speed: 71.786 mph.
Margin of Victory: 4.023 sec.

HEAT 2: 1. Jeff Farmer (Hon); 2. Michael Barnes (Hon); 3. James Leslie (Yam); 4. Robert Wright (Yam); 5. Tripp Nobles (Hon); 6. Titian Bue (Hon); 7. Taizo Hatekeyama (Hon); 8. Mike Moores (Hon); 9. Brian Kent (Hon); 10. Peter Illich (Yam); 11. Craig Gleason (Yam); 12. Roy Nicholson (Hon); 13. Danny Roberts (Yam); 14. Donald Berry (Yam); 15. Brian White (Yam); 16. Lee Pounders (Hon); 17. Jim Shoemak (Hon); 18. Thomas Dinardo (Yam); 19. Greg Hutcheson (Yam); 20. Mike Himmelsbach (Hon); 21. Harold Winkles (Yam); 22. Ronald McGill (Hon); 23. David Eldredge (Hon); 24. Even Semoff (Hon); 25. Chris Guomo (Hon); 26. Jim Sabin (Hon).
Time: 6 min., 51.265 sec.
Distance: 5 laps, 8 miles.
Average Speed: 70.028 mph.
Margin of Victory: 6.750 sec.

600cc S/S FINAL: 1. Miguel DuHamel (Hon); 2. Richard Arnaiz (Hon); 3. Tom Kipp (Hon); 4. Kevin Rentzell (Yam); 5. Robert Wright (Yam); 6. Michael Barnes (Hon); 7. Titian Bue (Hon); 8. Tripp Nobles (Hon); 9. James Leslie (Yam); 10. Brian Kent (Hon); 11. Larry Schwarzbach (Yam); 12. Joseph Prussiano III (Hon); 13. Doug Carmichael (Hon); 14. Taizo Hatakeyama (Hon); 15. Danny Roberts (Yam); 16. Franklin Knight (Hon); 17. Craig Gleason (Yam); 18. Peter Illich (Yam); 19. Joseph Horowitz (Yam); 20. Mike Moores (Hon); 21. Brian White (Yam); 22. Jamie James (Yam); 23. Roy Nicholson (Hon); 24. John Choate (Yam); 25. Mike Himmelsbach (Hon); 26. John Illich (Hon); 27. Lee Pounders (Hon); 28. Thomas Dinardo (Yam); 29. John Belussi (Hon); 30. William Greenwood (Yam); 31. Todd Scranton (Yam); 32. Donald Berry (Yam); 33. David Barretto (Yam); 34. Michael Myers (Hon); 35. Michael Saia (Yam); 36. Jeff Farmer (Hon); 37. Jim Shoemake (Hon); 38. Takanobu Koyama (Hon); 39. Greg Hutcheson (Yam)
Time: 33 min., 9.305 sec.
Distance: 22 laps, 35.2 miles.
Average Speed: 63.701 mph.
Margin of Victory: 6.542 sec.

600cc S/S C'SHIP POINT STANDINGS: 1. Tom Kipp (45); 2. Miguel DuHamel (40); 3. Jamie James (32); 4. Michael Barnes (28); 5. Tripp Nobles (23); 6. Jeff Farmer (20); 7. (TIE) Jim Leslie/Scott Zampach/Larry Schwarzbach (18); 10. Richard Arnaiz (17); 11. David Sadowski (15); 12. (TIE) Yves Brisson/Rueben McMurter (14); 14. (TIE) Mike Moores/Kevin Rentzell (13).

Miguel DuHamel (17) and his teammate Rich Arnaiz (63) battled in 600cc Supersport.

Russell romps in rain

By Henny Ray Abrams

LOUDON, NH, JUNE 15

Muzzy Kawasaki's Scott Russell took advantage of lapped riders and a drying track to keep his record perfect in the 750cc Supersport class with a win at New Hampshire International Speedway.

Though he took the lead briefly near mid-race, Russell, the defending class champion, ran second to Suzuki-mounted Jeff Heino for most of the race before passing him with three laps remaining in the 22-lap race.

Once in front, the Georgian quickly opened up a lead that would grow to 3.047 secs. at the end of the 35.2-mile race.

Russell averaged 61.978 mph for his 34 minute, 04.594 second ride and by winning became the first rider in Supersport history — either 600cc or 750cc — to win the season's first three races.

"Near the end of the race we came up on a couple more lappers in the right spots," Russell said, explaining how, after dogging Heino for several laps, he was able to pass him. "That's what it took."

Following an afternoon shower, the race was begun on a wet track under clearing skies and as a dry line formed around the track late in the race, Russell was better able to take advantage of it.

"In the wet spots he was killing me," Russell said. "I was sideways and he was moving forward. I could always close him back up on the brakes, but he had motor on me."

"On the last lap I got screwed," said Heino, who's raced infrequently the past few years. "The traffic just got me. They're on your dry line and you have to wait sometimes."

Still, the Heino Bros. Racing, Parkways Cycle-sponsored Floridian was able to finish well in front of Titian Bue who claimed the Top Expert award aboard the Cycle Connection/Avon/Shoei-backed Suzuki 750.

Unchallenged in fourth was Yamaha 600-mounted Robert Wright with Britt Turkington an equally lonely fifth.

Russell had won the first, and fastest, of the two heats, earning his first pole position in 750 Supersport competition.

When the green flag dropped on Saturday afternoon, he was away a cautious fifth amid a pack of anxious riders all trying to keep upright on the slick track.

"In the beginning of the race, everyone was edgy and I was concentraing on how the other guys were going," Russell said. Russell had chosen to start with a set of Dunlop SportMax radials that weren't scrubbed in, feeling they would work better. "We just weren't sure what it was going to do," Russell's team owner and crew chief, Rob Muzzy said afterwards. "In the end, I think we would've been better off with scrubbed tires at the start."

Heino was on Bridgestones, using BT-50 SS Battlax radials in their debut in 750 Supersport racing.

By the fifth lap, Russell trailed Heino, Bue, and Wright and was just ahead of Turkington.

Behind them were a pair of Kawasaki riders, Bob Sandy and Jacques Guenette, in front of a pack of about six riders contesting eighth.

With lap times in the 1:33 range early on, Russell picked off first Wright, then Bue, before taking the lead coming out of the bowl past the start straight on the ninth lap.

Heino quickly re-asserted himself and at the halfway point the lead trio pulled away just as the sun broke through.

As a dry line formed in parts of the track, Russell was able to move up and challenge, though Heino was effectively able to hold him off with the judicious use of back-markers.

On the 17th lap, Sandy crashed entering an uphill right, coating the entrance to the corner with mud and causing the riders to alter their approach. Russell took advantage of it two laps later, slipping under Heino as they hit a group of lappers heading into the corner.

Heino made a last lap try, but the race, and third win in a row, was Russell's.

"Once you get off line in the wet you can't get on the brakes hard," Heino said of his inability to counter Russell's move. "I guess nice guys finish second and I finished second."

Bue was third, Wright fourth, and Turkington fifth. CN

Results

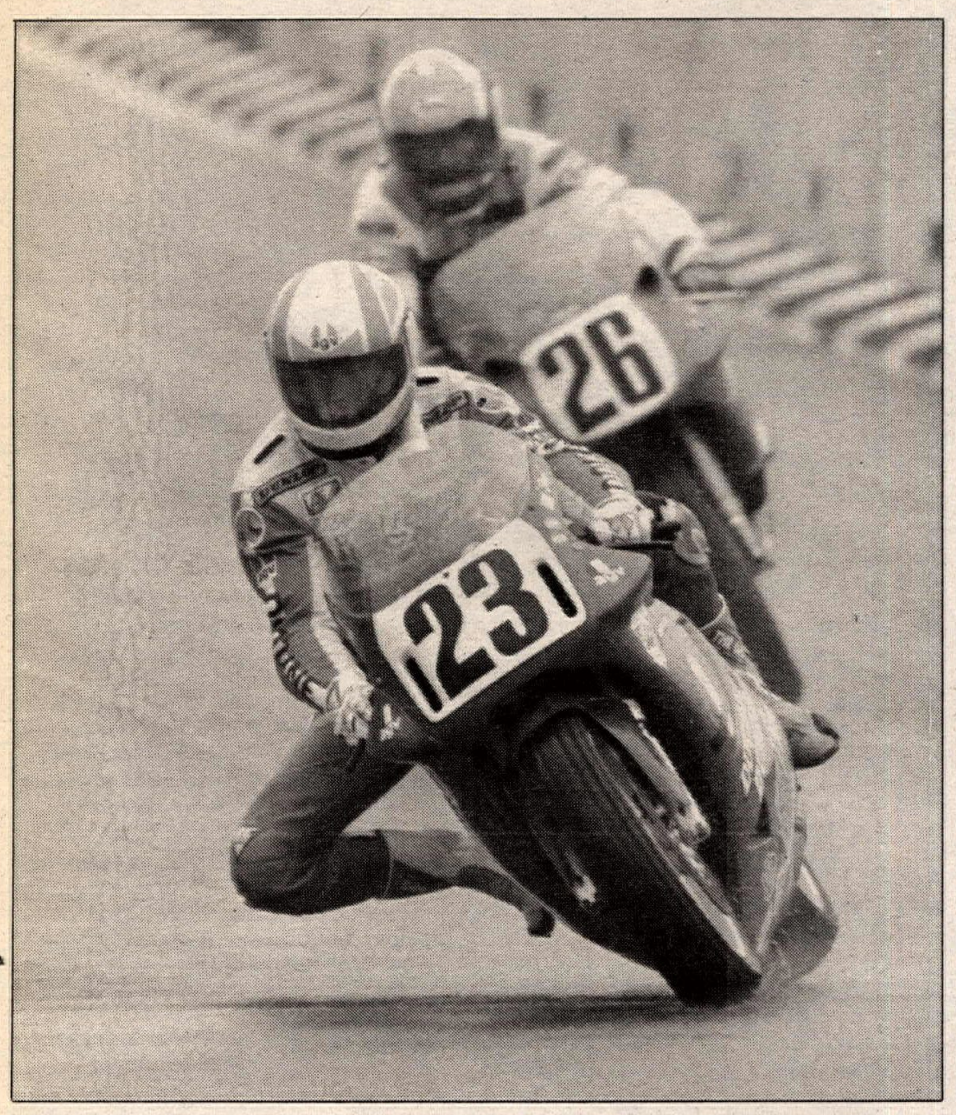
HEAT 1: 1. Scott Russell (Kaw); 2. Britt Turkington (Suz); 3. Titian Bue (Suz); 4. Jeff Heino (Suz); 5. Tripp Nobles (Suz); 6. Owen Weichel (Suz); 7. James Schaefer (Suz); 8. Marc Smith (Kaw); 9. Mike Moores (Hon); 10. Jason Pridemore (Suz); 11. Robert Wright (Suz); 12. Andrew Deatherage (Suz); 13. Donald Worth, Jr. (Suz); 14. Timothy Allen (Suz); 15. Michael Myers (Hon); 16. James Harrison (Suz); 17. William Weisel (Suz); 18. Tom Colton (Suz); 19. Tracey Meiggs (Suz); 20. Troy Roberts (Suz); 21. Steven Harrison (Kaw); 22. Richard Douchett (Suz); 23. Andrew Slater (Yam); 24. Denis Carrier (Suz); 25. Bobby Franklin (Suz); 26. Peter Kates (Suz); 27. Mike Indresano (Kaw).
Time: 6 min., 46.830 sec.
Distance: 5 laps, 8 miles.
Average Speed: 70.791 mph.
Margin of Victory: 6.349 sec.

HEAT 2: 1. Jacques Guenette, Jr. (Kaw); 2. Jeff Farmer (Hon); 3. Louis Saccoccio II (Kaw); 4. Robert Wright (Suz); 5. Gerald Rothman, Jr. (Kaw); 6. Bob Sandy (Kaw); 7. James Lussier (Suz); 8. Glenn Barry (Suz); 9. Franklin Knight (Hon); 10. Brian Kent (Hon); 11. Dean Mizdal (Suz); 12. Troy Fenderson (Suz); 13. Michael Taylor (Kaw); 14. Chris Embler (Kaw); 15. Jeff Herzog (Kaw); 16. Joseph Prussiano (Hon); 17. Steve Moriarty (Suz); 18. Chris Bellissimo (Suz); 19. Don Vance (Suz); 20. Stephen Cooke (Suz); 21. Teo Pleil (Suz); 22. Cliff Sawyers (Suz); 23. Peter Holzhauer (Kaw); 24. William Gillis (Suz); 25. Michael Barnes (Hon); 26. Joe Ribeiro (Suz).
Time: 6 min., 50.577 sec.
Distance: 5 laps, 8 miles.
Average Speed: 70.145 mph.
Margin of Victory: 1.924 sec.

750cc S/S FINAL: 1. Scott Russell (Kaw); 2. Jeff Heino (Suz); 3. Titian Bue (Suz); 4. Robert Wright (Suz); 5. Britt Turkington (Suz); 6. Gerald Rothman, Jr. (Kaw); 7. Brian Kent (Hon); 8. Jacques Guenette, Jr. (Kaw); 9. Jason Pridemore (Suz); 10. Donald Worth, Jr. (Suz); 11. Michael Taylor (Kaw); 12. James Schaefer (Suz); 13. Franklin Knight (Hon); 14. Dean Mizdal (Suz); 15. Jeff Herzog (Kaw); 16. Michael Myers (Hon); 17. Mike Moores (Hon); 18. Joseph Prussiano (Hon); 19. Owen Weichel (Suz); 20. John Choate (Yam); 21. Tracy Meiggs (Suz); 22. Robert L. Wright (Suz); 23. William Weisel (Suz); 24. Chris Embler (Kaw); 25. Stephen Cooke (Suz); 26. James Harrison (Suz); 27. Andrew Deatherage (Suz); 28. Louis Saccoccio (Kaw); 29. Chris Bellissimo (Suz); 30. Bob Sandy (Kaw); 31. James Lussier (Suz); 32. Timothy Allen (Suz); 33. Troy Fenderson (Suz); 34. Tom Colton (Suz).
Time: 34 min., 4.594 sec.
Distance: 22 laps, 35.2 miles.
Average Speed: 61.978 mph.
Margin of Victory: 3.047 sec.

750cc S/S C'SHIP POINT STANDINGS: 1. Scott Russell (60); 2. Jacques Guenette, Jr. (40); 3. Britt Turkington (39); 4. Tripp Nobles (26); 5. Titian Bue (24); 6. Glenn Barry (22); 7. Gerald Rothman, Jr. (18); 8. Jeff Heino (17); 9. (TIE) Mike Moores/James Schaefer (16); 11. (TIE) Bob Sandy/Robert Wright (13); 13. Jeff Farmer (10); 14. Brian Kent (9): 15. Ray Yoder, Jr. (8).

ROAD RACE AMA Circle Bell Pro Twins GP1/GP2 Championship: Round 2



Doug Polen (23) beat Jimmy Adamo (26) in the rain-sodden Pro Twins race.

Winner Tripp Nobles (4) takes a peek at Nigel Gale (2) in the Twin Sport race.

Polen sloshes to win at Loudon

By Paul Carruthers
Photos by Henny Ray Abrams

LOUDON, NH, JUNE 16

Fast By Ferracci's Doug Polen survived both the elements and the persistency of Jimmy Adamo to keep his perfect Pro Twins GP1 record intact with a victory at the New Hampshire International Speedway.

Polen and Adamo, aboard the Gia.Ga.Moto-backed Ducati, battled throughout the race, with Adamo stalking, yet never leading, the Texan.

In the end, Polen topped Adamo by less than half a second after the two splashed their way around the 1.6-mile race track for 40 miles. Third place in GP1 went to Nigel Gale aboard the Bartels' Harley-Davidson, with Ducati-mounted Pablo Real and Warren Elliott rounding out the top five finishers.

The GP2 portion of the race was won in impressive fashion by Polen's Fast By Ferracci teammate Stephen Matthews. Matthews put the Ducati up to third overall after starting in the second wave. Robert Meister's Honda was the second GP2 bike across the line, ahead of Doug Phillips' Honda.

The race got underway in a drizzle and on a wet track. With both Polen and Adamo's Ducatis fitted with full rain tires, the pair shot ahead of the field immediately. But Polen wasn't going to leave Adamo behind. The New Yorker put in a determined ride to stay in the Texan's shadow for the entire race, losing time in traffic, but making it back up when the track in front of him cleared. Polen turned laps in the 1:34s and 1:33s early on with the pace quickening to 1:31s late in the race.

Adamo couldn't get by at the flag, and Polen won his second successive Pro Twins GP1 event, holding the championship point lead with a perfect 40. Adamo, a non finisher at Daytona, moved to third in the standings with 17 points, five behind Elliott's 22.

Matthews, coming from the second wave, was way out of the top 10 at the end of first lap, but by lap three he was up to fifth. On the fourth lap he was fourth and by the sixth lap he was third and well clear of his pursuers.

Matthews moved into a tie for fourth in the standings with Daytona winner Craig Shambaugh, who crashed out of today's race.

"This was my first time riding the Ducati in the rain," Polen said after the race. "It was good to get the experience before we race the superbike in the rain. The track was slick in places, but it was slick for everybody."

Adamo had his best ride of the young season on his Ducati which now features an aluminum frame: "Back toward the end, I got stuck in traffic," Adamo said. "Then there wasn't enough time. It feels pretty good. I'm happy we finished." Adamo thanked sponsors Arai, F&L Fuel and Tsubaki.

It took Gale a moment longer to get to the winner's circle after the race, because he wasn't sure he belonged there. "I didn't think I'd done that well," the Harley-mounted rider said. "We only decided to do this race at the last minute." CN

Results

PRO TWINS GP1: 1. Doug Polen (Duc); 2. Jimmy Adamo (Duc); 3. Nigel Gale (H-D); 4. Pablo Real (Duc); 5. Warren Elliott (Duc); 6. Devin Battley (Duc); 7. Greg Kopp (Duc); 8. Mike Tiberio (M-G); 9. Kurt Liebmann (Duc); 10. Mark Reynolds (Hon).
Time: 39 min., 4.007 sec.
Distance: 25 laps, 40 miles.
Average Speed: 61.433 mph.
Margin of Victory: .465 sec.

PRO TWINS GP2: 1. Stephen Matthews (Duc); 2. Robert Meister (Hon); 3. Doug Phillips (Hon); 4. Steve Aspland (Duc); 5. Kiyo Watanabe (Hon); 6. Scott Williams (Duc); 7. Joseph Santa Maria (Duc); 8. Peter Johnson (Hon); 9. James Whitaker (Kaw); 10. Gary Stas (Duc); 11. Shawn Higbee (H-D); 12. Russ Katzenberger (Kaw); 13. Byron Baisden (Kaw); 14. Nancy Delgado (Duc); 15. James McNulty (Hon); 16. Ronald McGill (Hon); 17. David Karten (BMW).

PRO TWINS GP1 POINT STANDINGS: 1. Doug Polen (40); 2. Warren Elliott (22); 3. (TIE) Jimmy Adamo/Kurt Liebmann (17); 5. Devin Battley (16); 6. Nigel Gale (15); 7. Pablo Real (13); 8. Greg Kopp (10); 9. (TIE) Mike Tiberio/John Long (8); 11. Mark Reynolds (6); 12. John Virgadamo (4); 13. Perry Melneciuc (3).

PRO TWINS GP2 POINT STANDINGS: 1. Robert Meister (28); 2. Scott Williams (27); 3. Doug Phillips (21); 4. (TIE) Stephen Matthews/Craig Shambaugh (20); 6. Robert Griffiths (15); 7. (TIE) Steve Apsland/Paul Kelly (13); 9. Kiyoshige Watanabe (11); 10. Kevin Stasny (10); 11. (TIE) Joseph Santa Maria/James Whitaker/Gus Denzler (9); 14. (TIE) Pete Johnson/Hilton Van Staden (8).

AMA/CCS Harley-Davidson Twin Sport Series: Round 4

Nobles slithers to win

By Henny Ray Abrams

LOUDON, NH, JUNE 16

Bartels' Performance Products-sponsored Tripp Nobles won the Harley-Davidson Twin Sports race in a driving rain at New Hampshire International Speedway, and he did it the hard way.

Starting from the fifth row, the Georgia rider quickly jumped into a fighting trio at the front and was briefly in the lead by the halfway point. From that point on the weather took over and made his job a little easier.

The race had begun around 5:00 p.m. on a cool and overcast day, with the track dry. But by the fourth lap a light rain began to fall and the race began to change. First Nobles' teammate Nigel Gale crashed while out front, then Nobles passed leader Scott Zampach who decided soon after to settle for second.

"I really don't like working that hard," Nobles, who also won the Top Expert award, said.

Nobles attributed his wet-riding finesse to fellow racer Dave Sadowski.

"I owe a lot to him," said Nobles. "He's taught me mentally and physically how to ride in the rain."

Nobles now leads Zampach by five points, 74-69, after four rounds of the series. Gale is third with 52 points.

Zampach, who led much of the 12-lap race, took second in stride after being slowed with a misted faceshield.

"It was real trouble when the shield started fogging up," the Tilley Harley-Davidson-sponsored Wisconsin rider said. "I cracked it open a little and that's all I could see. I don't have that much experience on this bike and that front tire is real narrow."

Though close to Nobles for most of the race, Zampach slowed at the end to finish 13.695 seconds behind the winner. Third, in his first-ever road race, went to last year's Camel Pro Rookie of the Year, Mike Hale. Bartels' H-D-backed Hale started poorly, but slowly moved up and when the rain began to fall more heavily on the eighth lap he was up to fifth place. When Gale crashed going up the hill toward the back part of the course Hale moved into fourth and drafted past Lancaster H-D's Randy Texter at the finish line to take third by half a bike length.

"I love it," the Texan said. "I had a week off from the Camel Pro races and I came up here to scrape my knee up a little."

Texter was slowed by a broken left rear shock, but still finished well in front of Andy Fenwick, fifth on the Harley-Davidson & Kawasaki of Missouri Sportster. Eleven of the original starters finished, most of the others crashing when the rain began to fall harder. CN

Results

TWIN SPORT FINAL: 1. Tripp Nobles; 2. Scott Zampach; 3. Mike Hale; 4. Randy Texter; 5. Andy Fenwick; 6. Mike Kraft; 7. Richard Koehler; 8. Devin Battley; 9. David Yesman; 10. Jon Stauffer; 11. Chuck Blackmon; 12. Nigel Gale; 13. Brian Tillson; 14. Pat Moroney; 15. Shawn Higbee; 16. Nancy Delgado; 17. Mark Bautzer; 18. Lenny Wehrle.
Time: 18 min., 58.247 sec.
Distance: 12 laps, 19.2 miles
Average speed: 60.725 mph
Margin of victory: 13.695 secs.

TWIN-SPORT SERIES POINT STANDINGS: 1. Tripp Nobles (74); 2. Scott Zampach (69); 3. Nigel Gale (52); 4. Richard Koehler (40); 5. Randy Texter (37); 6. Kevin Rentzell (24); 7. Pat Moroney (23); 8. Darrell Jones (22); 9. (TIE) Devin Battley/Mike Hale (15); 11. (TIE) Chuck Blackmon/Yvon DuHamel (13); 13. Mike Kraft (12); 14. (TIE) Timothy Seebold/Andy Fenwick (11).

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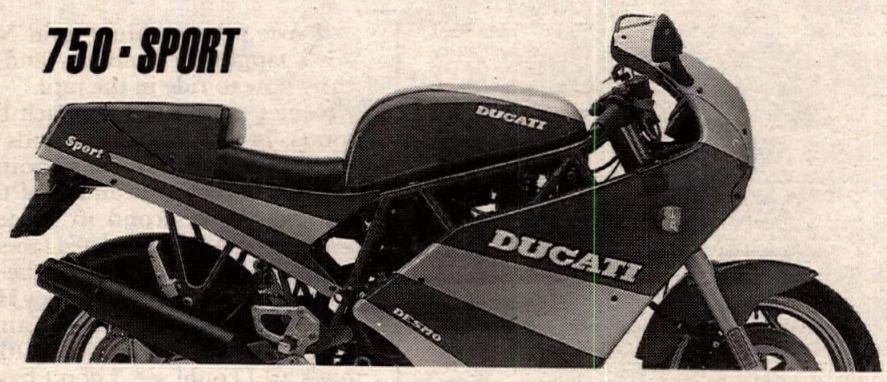

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SUPERCROSS AMA Camel Supercross Series: Round 17

Damon Bradshaw (left) and winner Doug Dubach (right) celebrate on the rostrum.

Leader Jeff Matiasevich (7) and Guy Cooper (5) collided and crashed on the last lap.

Dubach shocks 'em with wild San Jose win

By Kit Palmer
Photos by Kinney Jones

SAN JOSE, CA, JUNE 15

The 28,816 spectators who filled Spartan Stadium won't soon forget this year's San Jose Coors Light Challenge 250cc main event, but 27-year-old Doug Dubach will *never* forget it.

Dubach, a six-year veteran of supercross racing, scored his first-ever victory in what many people said was easily the most exciting supercross race they've ever seen, a race that featured five lead changes. Taking full advantage of a last-lap collision by front-runners Jeff Matiasevich and Guy Cooper, Dubach and his factory-backed Yamaha YZ250 inherited the lead and scored the win by half a bike length over teammate Damon Bradshaw, who started the 20-lap feature dead last after getting stuck in the backwards-falling starting gate. Costa Mesa, California's Dubach became the fifth different rider to win a Camel Supercross this season.

"Words are hard to come by right now," said an elated Dubach after the race. "This is no doubt the highlight of my career. My voice is hoarse from screaming at the top of my lungs the whole victory lap. I was so happy! This is a dream come true."

Dubach's previous best finish in a Camel Supercross came in 1988 when he finished third at the Los Angeles Supercross. Since then and prior to his win at San Jose, his best finish was fourth last year at Las Vegas.

Despite getting nipped by Dubach at the finish line after a brilliant come-from-behind performance, Bradshaw sported an ear-to-ear grin and reacted after the race as if he had won.

"I feel great about my ride and I'm real excited for Doug getting his first AMA Supercross win," said Bradshaw, who has eight Camel Supercross wins, including three this season. "I got stuck in the starting gate, and I'm glad I was able to come back after being dead last and finish second. I've hung it on the edge a lot of times, but I think that was the best I've ever hung it on the edge. This one goes above all the rest."

AMA National MX Tech Inspector Mike Showen described Bradshaw's miraculous ride by saying, "I thought I was watching Bob Hannah out there." Hannah, a three-time Supercross Champion, was well-know for his all-out, go-for-it riding style that earned him 27-career Supercross wins, one short of the all-time win record held by Rick Johnson.

Not only was Bradshaw happy that his teammate had won, but he had to be happy over the fact that he had gained two precious points on third place finisher Jeff Stanton in the battle for second place in the 1991 Camel Supercross Series point standings. Second pays $30,000, $10,000 more than third. Bradshaw now has 298 points to Stanton's 290 with just the June 22 L.A. Supercross remaining on the schedule. Stanton's Honda teammate, Jean-Michel Bayle, who finished 12th after falling while running seventh, clinched the series title one week prior to the San Jose event in Oklahoma City and nabbed the $100,000 Camel jackpot.

Matching his best Camel Supercross finish of the year was KTM's Mike Fisher who finished fourth for the fourth time, while Suzuki's Mike LaRocco rounded out the top five.

Team Peak Anti-Freeze/Pro-Circuit/Honda-backed Jeremy McGrath wrapped up the 125cc Western Regional Supercross Series title by finishing ninth in the 125cc feature, despite racing with a broken fibula bone in his lower right leg. McGrath injured the leg at the May 26 Mt. Morris 125cc National but was fitted with a specially-made brace that he wore under his boot.

"They (CTi) molded a brace around my lower leg that also covered half my foot, which gave me support," said McGrath.

CTi's Mike Raring, who designed the brace, said, "It was made out of high-density polyurethane plastic that deflected the pressure to a stronger portion of his leg, which is the tibula. Jeremy broke the fibula which only holds about 10% of the pressure of the body."

"Now I don't have to race next week in L.A.," said McGrath. "I'm going to let my leg heal and get ready for the 125cc National Series (that resumes in Buchanan, Michigan, July 7)."

Winning the 125cc feature for the second week in a row was Jeff Emig, giving Team Yamaha wins in both classes at San Jose.

The runner-up in the 125cc class was McGrath's teammate Steve Lamson, while Kawasaki Team Green's Michael Craig finished third.

For winning the 250cc main, Dubach collected $5000 of the $30,000 purse, and Emig went home with $2000 of the $8200 125cc class purse.

Cooper, who is seeking his first-ever Camel Supercross win, was downright mad at Matiasevich for performing what Cooper described as a "stupid" move that caused both riders to crash while battling for the lead on the last lap. Cooper had just passed Matiasevich for the lead, when the Kawasaki rider collided with Cooper in a left-hand turn. Both riders went down in a heap with Matiasevich recovering in sixth and Cooper eighth. Cooper's anger was compounded by the fact that he and Matiasevich also tangled and crashed in the main event at the Oklahoma City Supercross.

Cooper, however, wasn't the only one upset with Matiasevich's aggressive riding, as AMA referee Ron Crandall fined the Kawasaki rider $500 for "unnecessary contact and endangering another rider." The fine was the heaviest ever slapped on a rider in the history of AMA Supercross racing. Pending further investigation by the AMA, he could be fined another $500.

250 Heats

Bradshaw and Matiasevich quickly got the crowd on its feet in the first of two eight-lap heat races, which would transfer the top four finishers directly to the main event. The factory

Yamaha pilot shot into the early lead, but on the second lap, Matiasevich forced his Kawasaki inside of Bradshaw's Yamaha in a tight, left-hand turn and snatched the lead. Matiasevich quickly pulled away from Bradshaw by a few bike lengths and looked as though he would run away with the race. But Bradshaw had other ideas and reeled him back in.

The two diced closely, as Matiasevich counter-attacked Bradshaw's every move. But Bradshaw persevered, eventually pulling off an inside block pass through a 180-degree, left-hand turn, with two laps to go. Despite a last-lap desperation charge by Matiasevich, Bradshaw held on, scoring a half bike length win over Matiasevich. Stanton finished third just a few second behind Matiasevich, while Suzuki's Larry Ward finished a distant fourth, a few bike lengths ahead of teammate Cooper.

The second heat saw Bayle score an easy wire-to-wire victory, but an intense battle for second between LaRocco and Fisher grabbed the crowd's attention. Despite repeated attempts by Fisher to pass LaRocco, the Suzuki rider remained undaunted and held Fisher at bay. Rounding out the top four was 1989 125cc National MX Champion Mike Kiedrowski, who had recovered from a crash early in the race.

Kiedrowski's teammate Jeff Ward, winner of the Oklahoma City Supercross, failed to transfer directly to the main. Ward fell on the first lap while running fourth and was unable to catch back up to the leaders.

Former factory Suzuki pilot Erik Kehoe, now a privateer Honda rider, jammed into the early lead in the first of two, six-lap, semis, which transfer the top five riders to the feature. Cooper quickly moved into second and the two racers soon engaged in a nail-biting dogfight for the lead. With the white flag in sight, Cooper out-gassed Kehoe in a section of whoops and snatched the lead away from him. Cooper went on to score the win with Kehoe holding on to second. Team Green Kawasaki's Larry Brooks finished a distant third after an eighth-place start, while Tuf Racing's Ronnie Tichenor settled into fourth. Privateer Suzuki rider Cliff Palmer landed fifth.

The second semi was a Dubach show, as he led from the drop of the gate to the wave of the checkered flag. Suzuki's Jimmy Gaddis, who also rode in the 125cc class, started and finished the race in second behind winner Dubach, while Jeff Ward landed third after dicing with Suzuki's Denny Stephenson, who finished fourth. Kawasaki Team Green's Shaun Kalos was fifth.

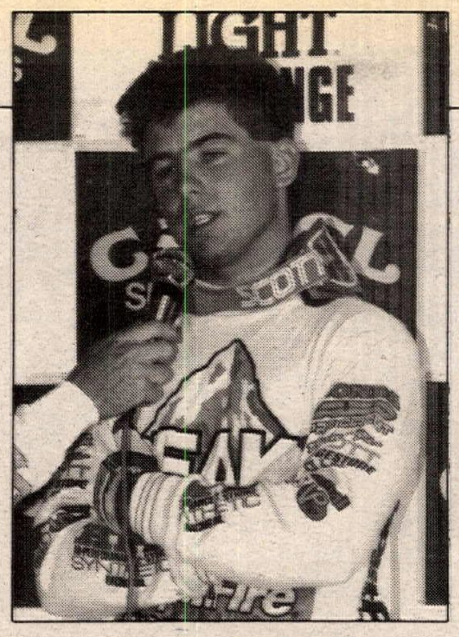
Chris Young scored an unchallenged win in the Last Chance Qualifier, which transfers only the top two riders to the feature. While Young cruised out in front, a three-way battle for second developed into a last-lap frenzy between privateers Brian Manley, Phil Lawrence and Keith Bowen. Both Lawrence and Bowen passed Manley in a turn, as Lawrence held on and nipped Bowen at the checkered flag.

250 Main

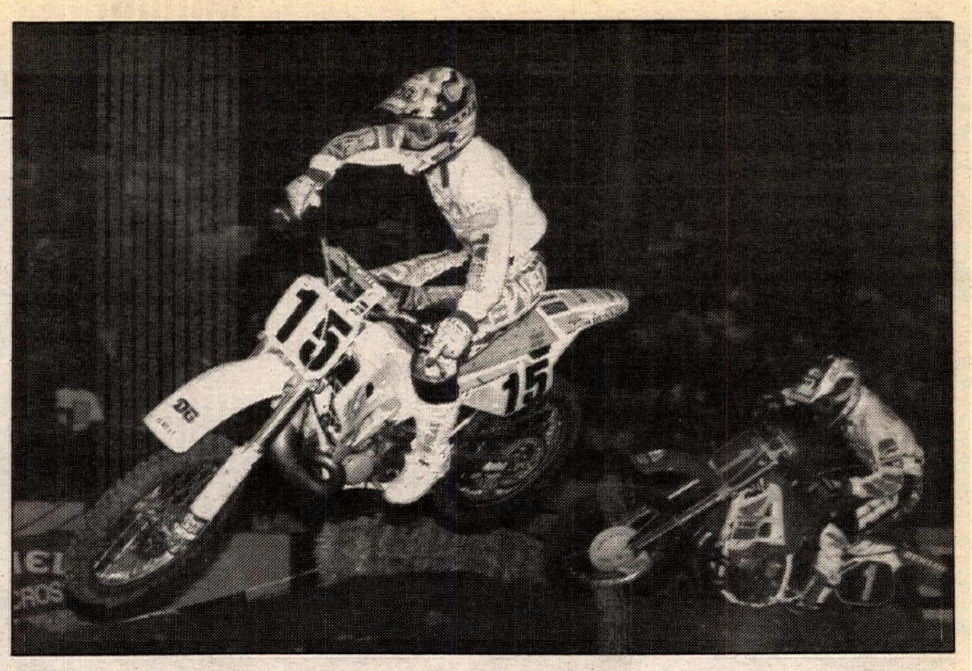
The start of the 20-lap main event saw both Bradshaw and LaRocco get left behind when they got stuck in the gate.

"LaRocco was alongside of me and he jumped forward, I jumped forward, backed up, jumped again and hit the gate," said Bradshaw. "They just held the gate a lot longer than they did in the qualifiers."

"He (Bradshaw) shouldn't have been watching me, I guess," said LaRocco. "I jumped and he got a little antsy."



Jeremy McGrath clinched the Western Regional 125cc Supercross Series title.



Jeff Stanton (1) spent most of the race trying without success to pass Dubach (15).

Suzuki's Larry Ward led the way for the first two laps before giving way to Jeff Ward and eventually fading back to the middle of the pack. Shortly thereafter, Matiasevich moved into second with Cooper third, Dubach fourth and Stanton fifth. Back in eighth was Bayle.

At one point, Ward stretched his lead to about two seconds over his teammate Matiasevich, but it evaporated to a few feet as they reached the halfway point. Matiasevich saw his chance and dove to the inside of Ward in a turn and took over the lead. A lap later, Cooper shot by Ward for second in a section of whoops, relegating Ward to third. From that point on, Ward, who had won the previous round in Oklahoma, steadily faded back to seventh.

"I was feeling pretty good at first," Ward said, "but I just couldn't go through the whoops. The line I was using got bad and I was afraid to change (lines). I jammed my wrist a little bit and it scared me, so I backed off a little bit."

With five laps to go, Matiasevich was still leading but felt the heat of Cooper, while Dubach led a freight train of riders including Stanton, Fisher, Bradshaw and LaRocco.

All eyes were focused on the Matiasevich/Cooper duel, as well as Bradshaw, who had moved into fifth and was pressuring Stanton. With the white flag waving, Cooper pulled out the stops and charged after Matiasevich. Cooper passed the Kawasaki rider twice during the lap, but both times Matiasevich immediately retaliated. Cooper, however, didn't give up and never backed off the pressure. The Suzuki rider made a third attempt for the lead over a section of whoops, which led to a left-hand turn with a large tabletop jump a few feet on the other side of the turn. Cooper pulled alongside Matiasevich over the whoops and had a half bike length lead going into the turn. Just when everyone thought Cooper had made the pass successfully, Matiasevich came on the inside, and the two riders locked bars and crashed on the top of the jump.

"Cooper was riding real good and was pressuring me for most of the race," Matiasevich said. "We went over the tabletop and I tried to jump on the inside of him, but we locked handlebars and went down. Last week we did the same thing; I guess we've got to stay away from each other."

"If Chicken (Matiasevich's nickname) had a brain we'd be first and second," said an obviously disappointed and very angry Cooper. "I put in a good hard charge and made a couple of good inside moves on him, but Chicken was protecting his lines as much as he could. I made a *clean* pass, I was completely ahead of him — there was only one line — but he came sticking his nose right in there and put us both down. It was stupid on his part. I just don't know what to say, I'm really mad at him right now. He came over to me (afterwards) to talk to me, but I told him, 'Don't talk to me now, I'm not in the mood.' "

"It was just a balls-out, last-lap, just-say-a-prayer-and-hope-you-stay-up-type-of-deal," added Matiasevich. "It was just one of those things. The track was real small and didn't permit a lot of open space for passing. You had to get physical if you wanted to pass."

"My first supercross win keeps eluding me," Cooper said. "Contract time is coming up and I'd like to ride another year with Suzuki, and it would be nice to have a win under my belt."

While Cooper and Matiasevich fought up front, Bradshaw was busy putting the move on Stanton, stuffing the Honda rider under the tunnel section of the course. Once past Stanton, Bradshaw set his sights on Dubach, who suddenly found himself in the lead after riding past the downed Cooper and Matiasevich.

"When I saw them on the ground I thought, 'Hang on — just one more lap!' " said Dubach.

Dubach did just that, as he outdragged Bradshaw through the last section of whoops just before the checkered flag and barely edged out Bradshaw for the win.

"I actually didn't know it was Damon behind me; I thought it was Stanton. I was so happy when I saw it was Damon," said Dubach. "I knew if I hung tough that something would happen up there. I knew those guys (Matiasevich and Cooper) were getting close to each other. I thought one might go down but not both. When I saw both down, it sure put a smile on my face."

"I'm really happy Yamaha did so well tonight," said Bradshaw. "But the main thing for me was to beat Stanton and that's what I did."

Stanton finished a close third, while Fisher finished fourth and LaRocco fifth. Rounding out the top 10 were Matiasevich, Jeff Ward, Cooper, Kiedrowski and Tichenor.

Bayle, who has seven Camel Supercross wins this season, finished 12th. While running seventh seven laps from the finish, the two-time MX World Champion and newly crowned Camel Supercross champ tried to pass Fisher through a corner but clipped his footpeg and crashed.

125 Main

Emig, who won the first 125cc heat race, wasted no time jumping to the front of the pack at the start of the 125cc feature, with the other heat race winner, Craig, in close pursuit. Behind Craig chased Gaddis, Suzuki's Buddy Antunez and Lamson. McGrath was seventh.

Although the racing was close and intense throughout the 15-lap feature, there was very little passing among the leaders. Only Gaddis and Lamson managed to make any moves. Gaddis slipped by Craig for second on the fifth lap, while Lamson motored around Antunez on the second lap, then Gaddis on the 10th lap.

When the checkered flag came out, Emig crossed the finish line about two seconds ahead of Lamson, who was closely followed by Gaddis. Craig held on for third, while Yamaha rider Kyle Lewis moved into fourth after an eighth-place start. Antunez dropped back to fifth, rounding out the top five.

"I got the holeshot, and I knew if I got out in front that I wasn't going to worry about anybody else and just ride my own race," said Emig.

Knowing all he had to do was finish 10th in order to clinch the Western Regional 125cc Series title, McGrath rode conservatively and spent most of the race circulating the track in ninth, where he eventually finished.

"I had my doubts after practice," said McGrath. "My leg was pretty sore, but by race time it (the leg) was feeling pretty good. The brace worked really well, but I had to wear one size larger boot on one foot." CN

Results

125 HEAT 1: 1. Jeff Emig (Yam); 2. Jimmy Gaddis (Suz); 3. Buddy Antunez (Suz); 4. Jimmy Button (Yam); 5. Jeremy McGrath (Hon); 6. Ray Crumb (Kaw); 7. Tony Graves (Hon); 8. Randy Moody (Hon) 9. Lance Smail (Suz); 10. Chad Pederson (Yam); 11. Danny Paladino (Yam); 12. Tim McClintock (Hon); 13. Bubba Erickson (Suz); 14. Jason Krempin (Hon); 15. T. Nobles (Hon); 16. L. Moural (Hon); 17. E. Wicker (Hon); 18. Scott Steffy (Suz); 19. Trevor Meagher (Suz); 20. Tony McGrath (Hon); 21. P. Piantanda (Suz).
Time: 4:17.20

125 HEAT 2: 1. Michael Craig (Kaw); 2. Phil Lawrence (Kaw); 3. Kyle Lewis (Yam); 4. Steve Lamson (Hon); 5. Dana Wiggins (Yam); 6. Tommy Clowers (Kaw); 7. Chris Young (Suz); 8. David Castillo (Suz); 9. Duane Benner (Yam); 10. Pat Gomm 9Hon); 11. D. Bisceglin (Suz); 12. Scott Bristol (Kaw); 13. S. Myers (Hon); 14. Darrin Hoeft (Suz); 15. Pat Bennett (Suz); 16. L. Arcidiacano (Hon); 17. Frank Pace (Kaw); 18. Scott McElroy (Suz); 19. David Demangos (Hon); 20. Chris Ridgeway (Suz).
Time: 4:15.88

125 LCQ: 1. Chad Pederson; 2. Danny Paladino; 3. Darrin Hoeft; 4. Jason Krempin; 5. Bubba Erickson; 6. D. Bisceglin; 7. Tim McClitock; 8. Pat Bennett; 9. Scott Myers; 10. Scott Steffy; 11. Trevor Meagher; 12. L. Arcidiacano; 13. David Demangos; 14. Scott Bristol; 15. Lance Moural; 16. P. Piantanda; 17. Scott McElroy; 18. E. Wicker; 19. Frank Pace; 20. Tony McGrath; 21. T. Nobles; 22. Pat Gomm.
Time: 2:54.02

125 MAIN: 1. Jeff Emig (Yam); 2. Steve Lamson (Hon); 3. Michael Craig (Kaw); 4. Kyle Lewis (Yam); 5. Jimmy Gaddis (Suz); 6. Phil Lawrence (Kaw); 7. Buddy Antunez (Suz); 8. Jimmy Button (Yam); 9. Jeremy McGrath (Hon); 10. Dana Wiggins (Yam); 11. Chad Pederson (Yam); 12. Ray Crumb (Kaw); 13. Tony Graves (Hon); 14. Darrin Hoeft (Suz); 15. Jason Krempin (Hon); 16. Lance Smail (Suz); 17. Duane Benner (Yam); 18. David Catillo (Suz); 19. Chris Young (Suz); 20. Randy Moody (Hon); 21. Danny Paladino (Yam); 22. Tommy Clowers (Kaw).
Time: 10:24.02

AMA WESTERN REGIONAL 125 SUPERCROSS SERIES POINT STANDINGS: 1. Jeremy McGrath (179)*; 2. Jeff Emig (151); 3. Steve Lamson (149); 4. Michael Craig (Kaw); 5. Jimmy Gaddis

Continued on page 35

ROAD RACE World Championship Road Race Series: Round 7

Australian Michael Doohan won for the third time in 1991 when he beat Wayne Rainey in the Austrian Grand Prix.

Doohan wins his third in Austrian GP

By Michael Scott
File photos by Henny Ray Abrams

SALZBURG, AUSTRIA, JUNE 9

Michael Doohan became the first three-times winner of the season in the Austrian Grand Prix at the Salzburgring. But it was by the narrowest of margins — a mere eye-blink — over Wayne Rainey, after a remorseless battle from the first lap to the last.

The Rothmans-Honda rider's first uncompromising win of the year (for once, none of the leaders had tire trouble) came in fine sunshine after days of rain and uncertain weather. It was, he said: "The toughest race I've had all year."

But for the 70,000-strong crowd turning the Alpine hillsides into a colorful tapestry, his battle with the Marlboro Yamaha rider was a compensation for an otherwise somewhat processional race, with only 13 starters — the smallest grid in years.

The other high point was a fierce battle for third, narrowly won by Lucky Strike Suzuki's Kevin Schwantz from Rothmans Honda's Wayne Gardner. This one almost ended in tears, with Schwantz accusing the Australian of dangerous riding on the daunting circuit's ultra-fast corners, and Gardner replying likewise. Either way, it was an emphatic return to form for the Australian.

But Rainey's Marlboro Yamaha teammate John Kocinski had his race interrupted by a mystery tire problem. He pitted for a new cover, and finished ninth, a lap adrift.

The other races were far from soporific. HB Honda's Helmut Bradl may have walked away with the 250 race, as he did a fortnight before in Germany, but the battle for second was close and exciting, with Carlos Cardus' Repsol Honda finally prevailing over Wilco Zeelenberg's Sharp-Samson Honda and Pier-Francesco Chili's Iberna Aprilia. Championship leader Luca Cadalora was a disappointed fifth, after his mechanics fitted a wrong sprocket, and left him over-revving as the others escaped.

The 125cc race was another thriller, won at the last gasp by AGV Honda's Fausto Gresini from the similar Hondas of Ralph Waldmann and Noboru Ueda. Hans Spaan was fifth after using his experience to make the most of his position in a tight pack of tiddlers.

The sidecar race — marred by an ugly crash on the start line - was a fine finale. Steve Webster ran away with the win, but there was a desperate banging and barging match for second, with at one point six outfits all going for it, and wily old fox Rolf Biland prevailing over Masato Kumano to take second.

The seventh race of the 15-round season saw Doohan stretch a small advantage in the 500cc championship, and local hero Bradl yet again stamp his growing authority on the 250 class with a dominant performance. The 125 contest was superb — Italian superstars Capirossi and Gresini desperately fending off rank novice Ueda, making a heroic return from injury. All this, and a freedom from serious injuries at one of the most feared circuits on the calendar. Both the crowds and the competitors were well satisfied as they left the Salzburgring just as the rain started again.

500cc GP

Rainey took off in the lead with Doohan in his wheeltracks, Gardner third, and Kocinski ahead of Schwantz and Eddie Lawson as they screamed over the hill for the first time.

One lap later Schwantz had found his way past Kocinski and was in pursuit of Gardner, while Doohan was chasing Rainey, doing his damnedest to get an early gap. No such luck, as the Honda's extra top speed soon had the first pair glued together and stretching away; and on lap four Doohan powered past in a classic slipstream slingshot.

And that's the way it stayed for the rest of the race, Rainey keeping the pressure hard on to try and force Doohan into a mistake, but quite unable to find the legs to get by again, in spite of several bold attempts.

Towards the end, Rainey lost ground after a slide coming onto the fast uphill run, and Doohan started to push on, to build a half-second gap. Then the Australian had a front-wheel slide (his second of the race) some three laps from the end that made him pull his horns in a bit, and Rainey was once again breathing down his neck. They crossed the line separated by .185-of-a-second.

Rainey rode brilliantly but was constantly frustrated by his rival's cool head and slight but significant top speed advantage. Bikes and riders were very closely matched, and ran without trouble until the end (for both, the last lap was the fastest, inside the record, and Rainey the quicker). And for the first time since the U.S. GP, the result wasn't influenced by disintegrating Michelins or Dunlops.

"I didn't think I had it won until I saw the checkered flag," said Doohan. "I was faster over the top of the hill, and that's the only way I stayed ahead. On the last lap, I ran up the middle of the track there and just kept it open until I knew he couldn't get by. And I used some pretty weird lines in the Esses before the finish.

"The bike was great, but I chose the wrong front tire - a bit hard, and I had one big front end slide on about lap 10, and another with three laps to go when I was trying to get away."

Rainey had to chew on his cheeks for a second race in succession, after being bested in yet another photo-finish. "My bike was working better than his into the corners and the Esses, but the Salzburgring is a one-line circuit, and he had it off the corners and on the straights. I just couldn't pass him," said the World Champion, grim as his defense proves harder work than last year's title win. "I was trying to push him hard all race and force him into a mistake."

When Doohan took the lead in the early stages, the pair were already one-and-a-half seconds ahead of third-placed Gardner. His return to form was not quite enough for him to match the leaders, and the gap just kept on growing all race long. The Australian already had his hands full with Schwantz, also up against a too-fast Honda. The Texan finally got past on the start-finish straight on lap eight, and held a narrow advantage until the pair came upon Kocinski to lap him around half-distance. Schwantz was slightly delayed, after finding the non-defending 250 World Champion's combination of hand signals and subsequent corner lines somewhat mystifying. "I guess he tried to help, but he's not on this planet," he said later. Gardner was delayed longer, and shook a fist when he finally got by.

That bought Schwantz one second, but the pair had lost the draft on the leaders. Then he ran into a backmarker — Marco Papa's Cagiva, filling in for the injured Alex Barros, slowed by reed valve trouble — in the first chicane, and Gardner was back on his tail, with six laps left.

Gardner got ahead on lap 25; two laps from the end, Schwantz drafted up and inside him at the perilous fast left-hander at the top of the hill, and said later: "I was a little ahead and on the inside — he could see me, and I had the line. But he was travelling a little faster, and he just came right across on me. I had to grab a handful of brakes.

"There's some tracks and some places where you give the other guy a bit of room because it's so dangerous. That's one of them, and he didn't give me an inch. Only thing, he did it one lap too early, and I did exactly the same to him a lap later. I don't usually ride like that, but I was pissed off." To make sure everyone knew, he too shook a fist next time he could be sure Gardner could see it.

Gardner was aggrieved. "I wasn't aware that I'd done anything out of order to Schwantz. He came inside, but I was left with nowhere to go, and I think our bikes touched. But I know the next lap he slammed the door in my face and forced me to brake.

"I really wanted that third place. It's the closest I've come all year and I just lost it because of some wheelspin up the hill on the last lap. It started to hook up and I got alongside, but he had the better line and closed the door."

Anyway, Schwantz took third by two-tenths, and the pair were miles ahead of fifth-placed Lawson, who had a mainly uneventful ride on the Cagiva once Kocinski had faded from the action, complaining afterwards that the Italian bike is still pushing the front.

Kocinski's race was a bit odd. The 250 champion had been in fifth when he ran into "a sudden loss of rear traction. I tried to go a couple more laps to confirm something was wrong, then it started moving around real bad and I thought I had a flat. I stopped for safety." In the pits, his crew

automatically installed a new rear, but puzzled Dunlop technicians were unable to find any fault with the discarded cover.

This left Juan Garriga to sixth, after he'd broken free from the next group, with Doug Chandler another 15 seconds adrift in seventh after another strong but steady ride. "I was going good, then I started to get some chatter from the rear at about half-distance, and I thought I'd better back off." But he finished safely, the last rider on the same lap as the leaders. His Dunlop had "laminated", one that slipped through the new quality control net.

Didier de Radigues was eighth on the second Lucky Strike Suzuki, reporting tires that slid too much and a front brake hydraulic problem that had the lever coming back to the bars. He was 35 seconds ahead of Kocinski in ninth.

Eddie Laycock was 10th, and Michael Rudroff was four seconds ahead of Papa's Cagiva at the finish. There was only one retirement — Adrien Morillas burbled into the pits with engine trouble with 25 laps left.

On gross points, Doohan now has 126 to Rainey's 111 and Schwantz's 90. Drop the worst two scores and it is a lot closer — Doohan has 94, Rainey 89, Schwantz 81, Kocinski 69, and Lawson 60.

250cc GP

Bradl from start to finish — a yellow streak that led the first lap by almost a second, survived a big slide that allowed Chili to catch up to within two tenths, then opened up again to draw ahead to almost eight seconds at the finish. It was a performance worthy of Freddie Spencer in his 1985 days of 250 class supremacy, especially at a track where it is more usual to have a pack of 10 or more bikes together.

His performance prevented this happening even in the battle for second, a parade of changing fortunes that eventually yielded a lap record for victor Cardus.

Chili had led the pursuit at first, with Zeelenberg, Reggiani and Cadalora hanging on behind, and Preining coming through on the second lap to join the train. The Austrian privateer's strong performance came to a premature end when his engine went sick, and he pulled into the pits punching the air in frustration.

Reggiani had been up to third, then he dropped to sixth after leaving his braking too late and running straight at the chicane. Then in the closing laps a sparking plug came adrift, and he dropped to an eventual eighth.

And all the while Cardus was coming, picking his way through from 12th on lap one after getting away slowly with a slipping clutch until he arrived with the serious chargers on lap seven, the record lap. He passed Reggiani before the Italian started having trouble, and with 10 laps left was a strong element in a definitive three-strong group, exchanging places with Zeelenberg and Chili as the slipstream advantage passed from one to the other.

In the closing stages, the Hondas seemed to have the legs on the Aprilia, and it was between him and Zeelenberg. The Dutchman explained. "My bike was a bit faster, but lacked some acceleration, as in Hockenheim. He passed me on the straight, and I drafted him up the hill. I thought I could get back at him in the last right-hander before the Esses, but he left his braking so late that even though I was inside, I couldn't pass him. He was sliding around a lot, but he was in front." By just three-tenths across the line, with Chili nine-tenths further back.

Some way back, Cadalora was suffering from a rare error by Erv Kanemoto's team. He had asked them to gear the bike up before the race, but instead of a 17-tooth front sprocket, mechanics installed a 16-toother, and he just didn't have the speed to keep up. "I knew from the start that I was in trouble," he said, and he did well to hang on to fifth.

Shimizu was sixth, after triumphing in a race-long battle with Jochen Schmid; then came the limping Reggiani. Alex Criville was the winner of a race-long dice with Stephan Prein. They had been together with Romboni, but the Italian crashed on the fifth lap, unhurt.

Casoli's Yamaha was a lone 11th, while Aprilia-mounted Harald Eckl was the winner of a fierce five-bike battle that raged all race long. Wimmer was next, then Eero Korpiaho (Aprilia), with Corrado Catalano taking the last point from Fausto Ricci's Yamaha and European championship charger Eric Suter.

Wimmer's finish came after a heroic ride from dead last. "The bike was on one cylinder on the warm-up lap," he said. "Then I got a message on the start line from my mechanics that they had forgotten to connect the power-valve battery. I couldn't do anything about it then, so I had to stop at the first chicane and plug it in. I was geared tall for slipstreaming, which was a problem because I was riding alone for the whole race." And slicing past two or three riders at a time, an impressive display.

Net points must send a chill down early title leader Cadalora's spine. He now has 97, but Bradl has 94. Cardus is third on 79, Zeelenberg has 75, and Reggiani 62.

125cc GP

The first race of the day, run in benevolent sunshine, was the familiar 125cc thriller, 22 nail-biting laps with the issue in doubt until the last corners, and groups of anything from six to 12 bikes jostling for position over the hill and through the chicanes.

German GP winner Ralph Waldmann had claimed pole in practice from Loris Capirossi, Gabrielle Debbia, Heinz Leuthi and Fausto Gresini, with barely four-tenths covering from first to fifth, and the first 14 riders within the same second.

Italian GP injury victim Noboru Ueda, still leading the World Championship on net points, was back, pronounced 90 percent fit by Dr. Costa, but still troubled by his right hand injury (it hurt under acceleration, but not braking, he said later).

Capirossi led the first three laps from Gresini, with Waldmann third, but Ueda was shrugging off the pain and working his way through from a sixth place start. He made most ground on the run up the hill, using his non-HRC Honda's power and the slipstream of the others to pick up place after place, and moving into the lead on lap five, up at the front yet again on another track he had never seen before.

At this stage, the front-runners were a little spaced out, but the nature of the track meant that the issue wasn't settled, and over the next three laps, Waldmann had the crowds on the hillsides cheering as he worked his way through. He was second on lap seven, and took the lead on the run over the hill next time round, with firecrackers and rockets signalling his success.

Now it seemed that the German and the Japanese would continue to pull away from the pursuit, led by Capirossi from Dirk Raudies, Gresini, Heinz Leuthi and Hans Spaan. But this was an illusion, for Capirossi's bike was off song, and he was holding the others up. First Raudies and Gresini went by, then Spaan, Peter Oettl and Jorge Martinez, riding a standard Honda after splitting with the JJ Cobas Honda team.

Now the leading group of four started to bunch up, with Gresini moving past Ueda into second on lap 12, and Raudies hanging on behind.

And so it went to the finish, with Waldmann leading every lap except the only one that really mattered. That went to Gresini, after a last-lap battle that was fittingly exciting for such a good race.

The drama started at the first chicane. Ueda had grabbed the lead, but he ran into the chicane too fast, went dirt-tracking, and slowed Waldmann and Gresini as he fought to regain control. Then Gresini surged into the lead up the hill, using the full speed of his Pileri Honda for the first time all race.

Ueda wasn't beaten yet, and attempted an almost suicidal run round the outside of the long and fast 180-degree Fahrerlager Curve, the last bend before the final Esses. Suddenly, his machine slid and flicked, and he almost fell as Gresini and Waldmann moved decisively ahead.

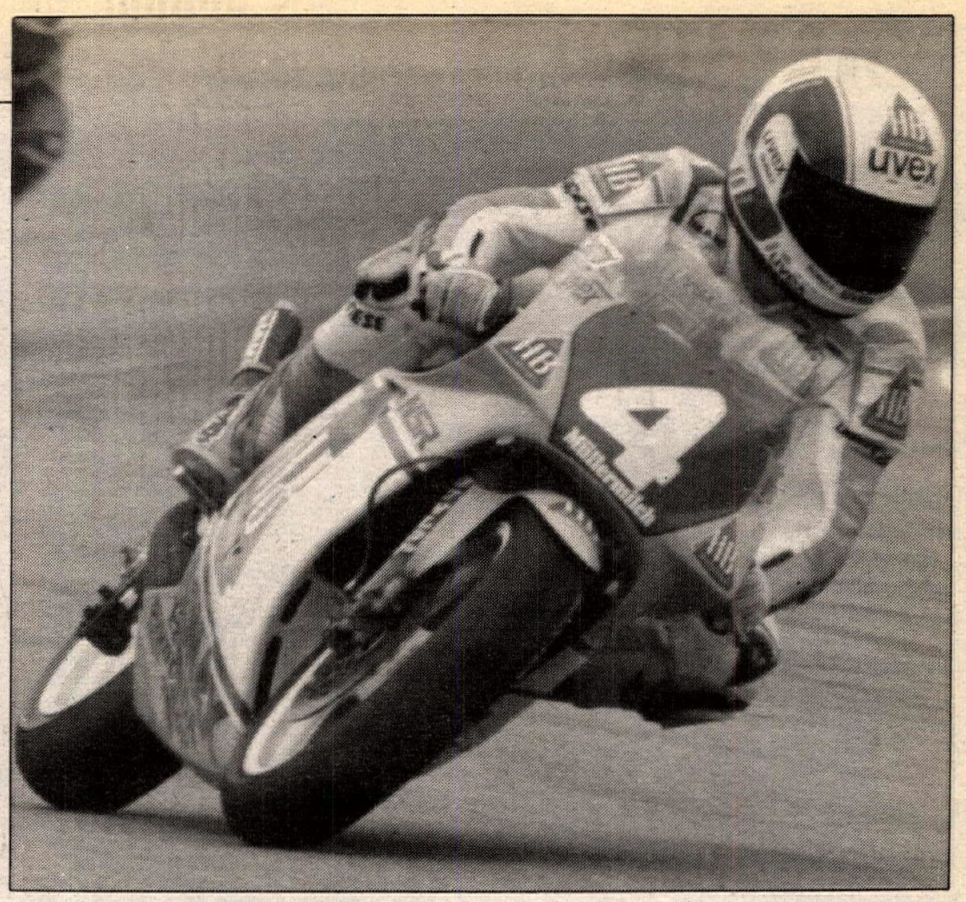
The Italian held the advantage to the flag, with Waldmann second by less than five-hundredths of a second, and Ueda less than half-a-second behind.

In the closing laps, the experienced Spaan had also stepped up his pace, and had closed right up on Raudies, failing to seize fourth place by a tenth.

Close behind, Capirossi led Martinez and Stadler across the line in less time than it takes to read their names, with Leuthi ninth and Oettl 10th.

The battle for the last points was an epic, with 11 bikes attacking the final chicanes two and three abreast, and only a miracle preventing a multiple pile-up. Alessandro Gramigni was 11th, with Japan's Wakai next, then Oliver Petrucciani, Maurizio Vitali, and Frenchman Allain Bronec taking the last point.

Capirossi still leads the title on total points, but discarding the two worst scores sees Gresini take the lead, with 74 points. Ueda has 70, Capirossi 69, Waldmann 57 and Luethi 43. Spaan is ninth on net points with 37, seventh on gross.



West German Helmut Bradl won the Austrian 250cc GP by eight seconds.

Sidecar GP

Steve Webster qualified on pole, with Alain Michel alongside, Rolf Biland third, and the Egloff brothers fourth. Rain had spoiled their last two practice sessions, and condemned any slow starters to lowly grid positions.

The green light went, and Michel moved forward, then suddenly slowed, his clutch gone. Passenger Simon Birchall raised his hand, and most of the following outfits managed to swerve past. But not the Swiss Zurbruegg brothers, coming up fast from the sixth row, and boxed in. They ran over the back of Michel's machine, flipped up into the pit wall, then bounced back to land on top of the outfit of Tony Baker/Steve Prior. It was an awful spectacle, with people leaping for cover from the pit rail, machines swerving from side to side, and passenger Martin Zurbruegg rolling along in among the debris.

The race was stopped, and Martin Zurbruegg and driver Alfred taken to hospital, the former with a broken pelvis, and the driver with torn ankle ligaments. The British crew were not hurt, but their fairing was badly damaged and they were forced to retire after the restart; a shaken Michel also did not rejoin, his rear suspension damaged.

The restart came promptly, with three times World Champion Webster and Gavin Simmons getting off the line best, and running away ahead. They were never passed, and won for the fourth time out of five races.

The race for second was truly breathtaking. At first there just three outfits — Austrian crew Klaffenboeck/Parzer from Abbott/Smith and the Guedel brothers, and they had the crowd yelling with excitement as they jostled for position through the fast swerves.

While they were holding each other up in this way, Biland/Waltisperg and Kumano/Roesinger sneaked up on them, and then the battle was really on.

Back and forth they went, kicking up grass and stones, and paying little heed to the hazards of the circuit. Kumano made most of the running, with Steve Abbott always strongly placed.

The battle really hotted up in the closing stages, then the last time into the chicane Klaffenboeck got into a massive slide, and took Abbott off onto

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the grass. This changed the running order somewhat, and now Biland was second in the group as they charged up the hill.

The perfect place — and he dived inside Kumano into the fast right-hander, and crossed the line second. Kumano was four tenths down, then Klaffenboeck, the Guedels, Abbott, and German GP winner Bohnhorst. Two seconds covered this entire group, who were 15 seconds behind Abbott.

Streuer came in another 12 seconds back in eighth, suffering from clutch problems all through the race.

The Dixon brothers, who had been well placed early on, dropped to 15th to claim the last point, "We finished the race with three gears gone, no clutch and no water."

Webster now leads the title by miles — with 80 points. Biland has 58, Bohnhorst 54, and the Guedels 51. Streuer is seventh on 38. CN

Results

125cc QUALIFYING: 1. Ralf Waldmann (1:31.417); 2. Loris Capirossi (1:31.716); 3. Gabriele Debbia (1:31.790); 4. Heinz Leuthi (1:31.844) 5. Fausto Gresini (1:31.848); 6. Noboru Ueda (1:31.850); 7. Dirk Raudies (1:31.972); 8. Adi Stadler (1:31.980); 9. Hans Spaan (1:32.005); 10. Alessandro Gramigni (1:32.108); 11. Peter Oetll (1:32.291); 12. Bruno Casanova (1:32.324); 13. Ezio Gianola (1:32.335); 14. Kazuto Sakata (1:32.375); 15. Alex Waibel (1:32.491); 16. H. Torrentegu (1:32.506); 17. Hishashi Unemoto (1:32.649); 18. N. Wakai (1:32.673); 19. Jorge Martinez (1:32.776); 20. Mauro Vitali (1:32.783); 21. L.I. Alvaro (1:32.814); 22. O. Petruccian (1:32.919); 23. Steven Patrickson (1:32.963); 24. Ian McConnachie (1:33.021); 25. K. Wada (1:33.096); 26. Johnny Wickstroem (1:33.110); 27. Tierry Feuz (1:33.192); 28. Alex Bronec (1:33.277); 29. E. Cuppini (1:33.281); 30. Jos Van Dongen (1:33.352); 31. Julian Miralles (1:33.371); 32. S. Foti (1:33.548); 33. Gabriele Bosio (1:33.548); 34. Peter Galvin (1:33.666); 35. W. Fritz (1:33.726); 36. Ari Molenaar (1:33.741).

250cc QUALIFYING: 1. Helmut Bradl (1:22.948); 2. P.F. Chili (1:23.236); 3. Carlos Cardus (1:23.529); 4. Alex Preining (1:23.759); 5. Wilco Zeelenberg (1:23.876); 6. Loris Reggiani (1:23.893); 7. Luca Cadalora (1:23.991); 8. Alex Criville (1:24.134); 9. Masahiro Shimizu (1:24.530); 10. Jochen Schmid (1:24.780); 11. Paolo Casoli (1:24.783); 12. Martin Wimmer (1:24.823); 13. Doriano Romboni (1:24.910); 14. Stefan Prein (1:25.305); 15. Marcellino Lucchi (1:25.624); 16. Carlos Lavado (1:25.638); 17. Harald Eckl (1:25.705); 18. Jean-Pierre Jeandat (1:25.880); 19. J. Mariano (1:26.020); 20. K. Kozono (1:26.216); 21. Fausto Ricci (1:26.446); 22. Urs Jucker (1:26.494); 23. Eric Suter (1:26.566); 24. E. Kropiaho (1:26.616); 25. Carlos Catalano (1:26.659); 26. Bruno Haenggeli (1:26.689); 27. S. Pennese (1:26.710); 28. Bernard Kassner (1:26.975); 29. Renzo Colleoni (1:26.976); 30. Peter Linden (1:27.137); 31. R. Colleoni (1:27.334); 32. P.V.D. Goorbe (1:27.368); 33. F. Protat (1:27.710); 34. Ian Newton (1:27.911); 35. Jean Foray (1:28.152): 36. W. Doran (1:28.267).

500cc QUALIFYING: 1. Michael Doohan (1:17.826); 2. Kevin Schwantz (1:18.755); 3. Wayne Rainey (1:19.083); 4. Wayne Gardner (1:19.336); 5. John Kocinski (1:19.407); 6. Eddie Lawson (1:19.704); 7. Didier De Radigues (1:20.137); 8. Juan Garriga (1:20.208); 9. Doug Chandler (1:20.796); 10. Adrian Morillas (1:20.826); 11. Eddie Laycock (1:22.802); 12. Marco Papa (1:23.212); 13. Michael Rudroff (1:24.689).

SIDECAR QUALIFYING: 1. Webster/Simmons (1:24.823); 2. Michel/Birchall (1:25.593); 3. Biland/Waltisperg (1:25.913); 4. Egloff/Egloff (1:25.923); 5. Guedel/Guedel (1:26.210); 6. Wyssen/Wyssen (1:26.400); 7. Kumagaya/Hougton (1:26.591); 8. Brindley/Whiteside (1:26.720); 9. Klaffenboch/Parzer (1:26.796); 10. Streuer/Essaff (1:26.852); 11. Bohnhorst/Hiller (1:26.867); 12. Progin/Irlam (1:26.938); 13. Van Kempen/Kuyt (1:27.196); 14. Zurbruegg/Zurbruegg (1:27.203); 15. Dixon/Dixon (1:27.284); 16. Abbott/Smith (1:27.421); 17. Kumano Roesinger (1:27.633); 18. Bosinger/Markwaler (1:27.715); 19. Smith/Smith (1:27.975); 20. Baker/Prior (1:28.058); 21. Thomas/Puyvelde (1:28.289); 22. Kraus/Schroeder (1:28.983); 23. Brindley/Roche (1:29.055); 24. Van Stekel/Bettgens (1:29.322).

125cc GP: 1. Fausto Gresini (Hon); 2. Ralf Waldmann (Hon); 3. Noburo Ueda (Hon); 4. Dirk Raudies (Hon); 5. Hans Spaan (Hon); 6. Loris Capirossi (Hon); 7. Jorge Martinez (Hon); 8. Adi Stadler (Cob); 9. Heinz Leuthi (Hon); 10. Peter Oetll (Rot); 11. Alessandro Gramigni (Apr); 12. N. Wakai (Hon); 13. O. Petruccian (Apr); 14. Mauro Vitali (Gaz); 15. A. Bronec (Hon); 16. Julian Miralles (Cob); 17. Gabriele Bosio (Hon); 18. Herri Torrontegu (Cob); 19. H. Unemoto (Hon): 20. L. I. Alvaro (Der); 21. Gabriele Debbia (Apr); 22. Ezio Gianola (Der); 23. Peter Galvin (Hon); 24. Ian McConnacie (Hon); 25. Johnny Wickstroem (Cob); 26. Alex Waibel (Hon); 27. Steven Patrickson (Hon); 28. J. Van Dongen (Hon); 29. W. Fritz (Hon); 30. K. Wada (Hon); 31. E. Cuppini (Gaz); 32. Thierry Feuz (Hon); 33. Bruno Casanova (Hon); 34. S. Foti (Hon); 35. A. Molenaar (Hon); 36. K. Sakata (Hon).
Time: 33 min., 47.096 sec.
Distance: 22 laps, 57.874 miles.
Average Speed: 102.78 mph.
Margin of Victory: .048 sec.
Fastest Lap: Jorge Martinez, 1:30.874, Lap 22

250cc GP: 1. Helmut Bradl (Hon); 2. Carlos Cardus (Hon); 3. Wilco Zeelenberg (Hon); 4. P.F. Chili (Apr); 5. Luca Cadalora (Hon); 6. Masahiro Shimizu (Hon); 7. Jochen Schmid (Hon); 8. Loris Reggiani (Apr); 9. Alex Criville (Cob); 10. Stefan Prein (Hon); 11. Paolo Casoli (Yam); 12. Harald Eckl (Apr); 13. Martin Wimmer (Suz); 14. E. Korpiaho (Apr); 15. Carlos Catalano (Hon); 16. Fausto Ricci (Yam); 17. Eric Suter (Apr); 18. Juliano Mariano (Apr); 19. S. Pennese (Apr); 20. Bernard Kassner (Yam); 21. K. Kozono (Hon); 22. B. Haenggeli (Apr); 23. P.V.D. Goorbe (Yam); 24. Renzo Colleoni (Apr); 25. R. Colleoni (Apr); 26. Ian Newton (Yam); 27. Jean Foray (Yam); 28. W. Doran (Yam); 29. Urs Jucker (Yam); 30. Alex Preining (Apr); 31. J.P. Jeandat (Hon); 32. Peter Linden (Hon); 33. Doriano Romboni (Hon); 34. F. Protat (Apr); 35. Marcellino Lucchi (Apr).
Time: 33 min., 23.857 sec.
Distance: 24 laps, 63.135 miles.
Average Speed: 113.425 mph.
Margin of Victory: 7.81 sec.
Fastest Lap: Carlos Cardus, 1:22.631, Lap 7.

500cc GP: 1. Michael Doohan (Hon); 2. Wayne Rainey (Yam); 3. Kevin Schwantz (Suz); 4. Wayne Garner (Hon); 5. Eddie Lawson (Cag); 6. Juan Garriga (Yam); 7. Doug Chandler (Yam); 8. Didier de Radigues (Suz); 9. John Kocinski (Yam); 10. Eddie Laycock (Yam); 11. Michael Rudroff (Hon); 12. Marco Papa (Cag).
Time: 38 min., 03.841 sec.
Distance: 76.289 miles.
Average Speed: 120.253 mph.
Margin of Victory: .185 sec.
Fastest Lap: Wayne Rainey, 1:18.085, Lap 29.

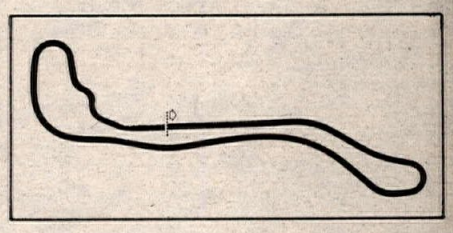
SIDECAR GP: 1. Webster/Simmons (LCR); 2. Biland/Waltisperg (LCR); 3. Kumano/Roesinger (LCR); 4. Klaffenboc/Parzer (LCR); 5. Guedel/Guedel (LCR); 6. Abbott/Smith (LCR); 7. Bohnhorst/Hiller (Boh); 8. Streuer/Essaff (LCR); 9. Brindley/Roche (LCR); 10. Van Kempen/Kuyt (LCR); 11. Progin/Irlam (LCR); 12. Kraus/Schroeder (LCR); 13. Bosinger/Markwalder (LCR); 14. Thomas/Puyvelden (LCR); 15. Dixon/Dixon (LCR); 16. Egloff/Egloff (LCR); 17. Van Steckl/Bettgens (LCR); 18. Smith/Smith (ADM); 19. Kumagaya/Houghton (LCR); 20. Wyssen/Wyssen (LCR); 21. Baker/Prior (LCR).
Time: 31 min., 43.03 sec.
Distance: 57.874 miles.
Average Speed: 109.482 mph.
Margin of Victory: 15.773 sec.
Fastest Lap: Bohnhorst/Hiller, 1:25.149, Lap 22.

125cc WORLD C'SHIP POINT STANDINGS: 1. Loris Capirossi (94); 2. Fausto Gresini (91); 3. Ralf Waldmann (73); 4. Noburo Ueda (70); 5. Heinz Leuthi (50); 6. Jorge Martinez (47); 7. Hans Spaan (41); 8. (TIE) Gabriele Debbia/Dirk Raudies/Alessandro Gramigni (39); 11. Ezio Gianola (26); 12. K. Wakai (25); 13. Adi Stadler (21); 14. S. Shima (13); 15. K. Takada (10).

250cc WORLD C'SHIP POINT STANDINGS: 1. Luca Cadalora (121); 2. Helmut Bradl (111); 3. Carlos Cardus (99); 4. Wilco Zeelenberg (84); 5. Loris Reggiani (69); 6. Masahiro Shimizu (62); 7. Jochen Schmid (51); 8. P.F. Chili (49); 9. Alex Preining (36); 10. Martin Wimmer (29); 11. (TIE) Paolo Casoli/Alex Criville (23); 13. J.P. Jeandat (21); 14. Carlos Lavado (18); 15. Stefan Prien (14)..

500cc WORLD C'SHIP POINT STANDINGS: 1. Michael Doohan (126); 2. Wayne Rainey (111); 3. Kevin Schwantz (90); 4. Eddie Lawson (80); 5. John Kocinski (69); 6. Wayne Gardner (66); 7. Juan Garriga (57); 8. J.P. Ruggia (44); 9. Doug Chandler (41); 10. Didier de Radigues (40); 11. Alex Barros (37); 12. Adrian Morillas (33); 13. Eddie Laycock (29); 14. Cees Doorakkers (16); 15. Marco Papa (13).

SIDECAR WORLD C'SHIP POINT STANDINGS: 1. S. Webster (80); 2. R. Biland (58); 3. R. Bohnhorst (54); 4. P. Guedel (51); 5. S. Abbott (45); 6. M. Kumano (43); 7. E. Streuer (38); 8. (TIE) D. Dixon/D. Brindley (37); 10. A. Michel (34); 11. P. Egloff (30); 12. Y. Kumagaya (29); 13. K. Klaffenboc (23); 14. T. Van Kempen (21); 15. R. Progin (18).



Doohan, Bradl qualify quickest

The Salzburgring is a simple, exciting and daunting track, running along the floor of a steep-sided valley, then back across the overlooking hillside. Corners are the big-scale U-bends at each end, a chicane before the first one, and three-apex esses after the second. And in between a fearsome flat-out section across the hill, with the road weaving left, right then left again flat out in sixth gear, with Armco barrier on one side and a steep bank on the other.

As usual, Alpine weather introduced its own hazards, with rain threatening all the first day of practice, and falling heavily but intermittently on day two.

It may have helped Michael Doohan (right) to his second pole in succession, for he said later: "I was just lucky that at the end of the second session I managed to pull in and fit a new tire six minutes before the end of practice, just as it was drying up, and to get a dry run."

Or maybe he was just being modest, for he had ended day one in front as well, albeit by an impossibly narrow four-hundredths margin over Schwantz, the winner here for the last two years, was not too disheartened, after overnight adjustments had improved his Suzuki's sometimes troublesome corner performance.

"The corners here suit our bike better — they're faster and they're banked, and you're not spending so much time with the bike on its side. We have a problem in slower corners with a lack of front-wheel traction." He was happy with the bike's speed up the hill, and promised a close slipstreaming race "as long as I can get a good start and don't lose the draft." with as many as six bikes in the leading group.

His first-session time was his best, almost a second slower than Doohan, but still second, with Rainey's Yamaha third, another three-tenths back, also a first-session time.

The World Champion was unsettled by the bumps the circuit had acquired since last year. "It feels like they've been racing trucks on it — one of my bikes is really shaking around at the top of the hill. You can't get in there as hot as you used to." On day two, he said he'd managed to fix the wobbles and restore engine power lost because of the altitude — but his jaw was set nonetheless.

Gardner was fourth overall, on the front row for only the second time this year, and giving every sign of starting something of a comeback. "We've lowered the whole bike, and now I have more feeling for the front wheel." (It went down by stages, ending up some 10mm lower than Doohan's.) It's not perfect, but it's better. Until now, I've been trying hard, but the bike wouldn't do what I wanted. I'd keep missing corners, and then really working to get round them. That's why I crashed in Misano."

The Australian was still limping heavily, but laughed off his foot injury. "It's painful, but not really a problem."

Kocinski was also slightly hampered by his knee injury, sustained in his second crash of the year at Hockenheim, and was also testing a new 16-inch Dunlop front, without too much success. A staunch critic last year of the simplistic track, he said: "This place isn't as bad as I thought it would be on a 500. The straights are long, but not too long. The main thing is getting the gearing right." He was one of the few people to improve on his time on day two, and missed a front-row start by a tenth of a second.

The question of gearing also exercised Lawson, who qualified sixth. The problem is whether to gear for your machine's own natural top speed up the fast hill, or to overgear so that you can take advantage of the slipstream. It all depends on whether you will be riding alone or in a group, and was particularly critical for the Cagiva, a touch slower than the Japanese bikes both in acceleration and top end.

He had de Radigues alongside, less than half-a-second down, and (like Gardner) also benefiting from lowering his bike compared with Schwantz's. He was narrowly ahead of Juan Garriga's Yamaha and better than half-a-second ahead of Doug Chandler's similar bike. The American superbike champion was continuing his gradual improvement, though still rating himself at "80 percent now" as he adapts from Superbikes to 500s. "You need a lower corner speed with these, so you can use the power harder on the exit. Tracks like this are easier, because there's not so much to learn."

The 13th and last qualiifier was Michael Rudroff, the only three-cylinder Honda to make the cut, with seven other privateers outside the pole-plus-110 percent. This left the smallest 500 grid in living memory, with guaranteed points for all.

Helmut Bradl arrived at the Salzburgring on a roll, and kept right on rolling, dominating from free training to the last session in the 250cc class, and securing his fourth pole time in a row (in the first fully-dry session) three-tenths faster than the next man, Pier-Francesco Chili on the Iberna Aprilia.

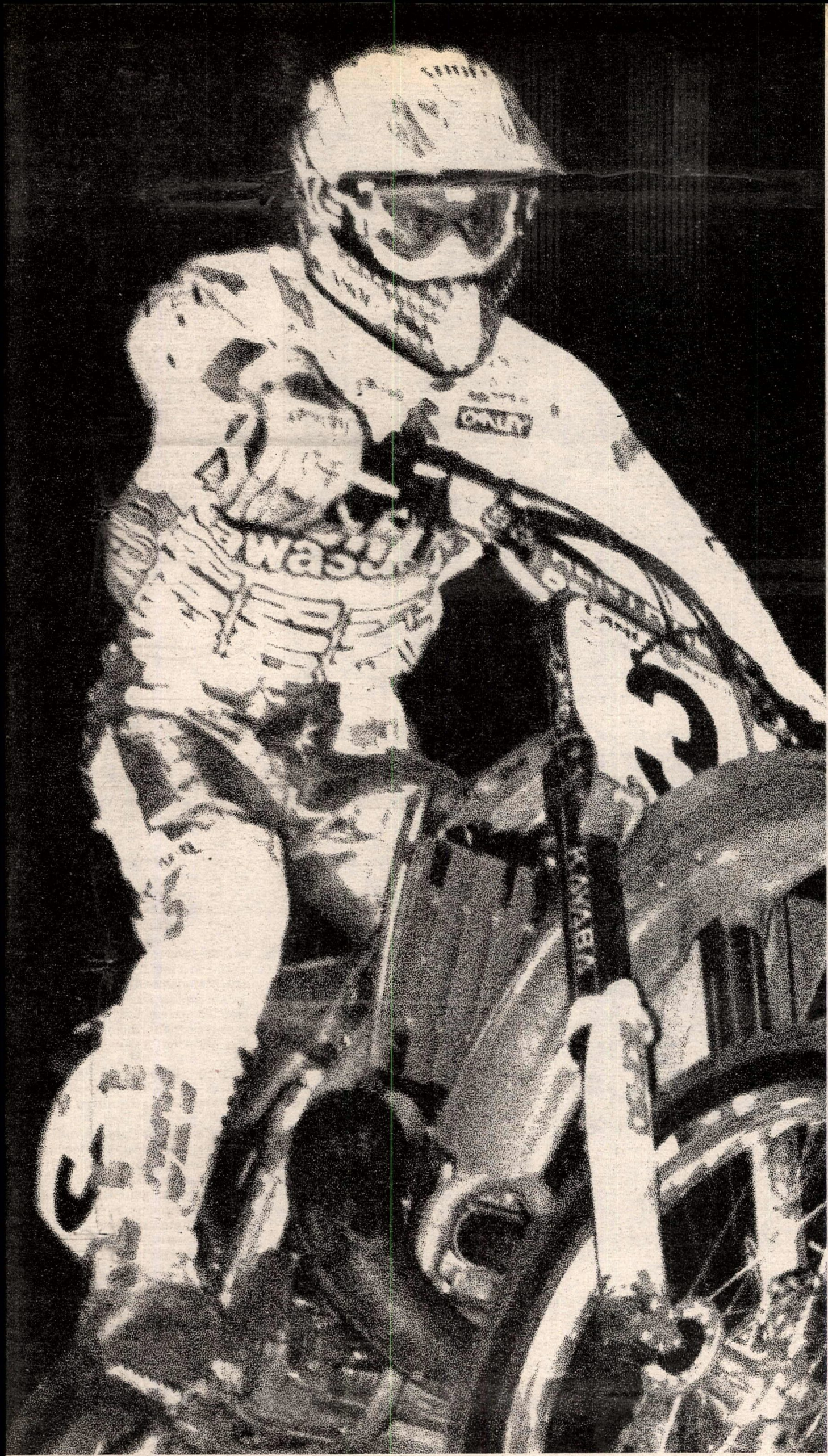
Like Hockenheim, Salzburgring is a slip-streaming track, with large groups of riders travelling together. But Bradl broke the rules in Germany, running away alone, and intended to do the same here. "I will be going hard from the start," he confirmed. "The weather is no problem for me. I try hard in all conditions." His Sepp Schloegl-tuned bike, meanwhile, once again seemed the best of the Hondas by a fair margin.

Bradl was the only rider to get below 1:23, then came a group of six within the next second: Chili, Carlos Cardus, Andreas Preining, Wilco Zeelenberg, Loris Reggiani and Luca Cadalora (Aprilia, Honda, Aprilia, Honda, Aprilia, Honda). The Italian bikes have long been strong on top speed, and have been getting faster all year, and were expected to do well here.

Cardus felt he was getting back on the boil, Preining was feeling the pressure of racing in front of his home crowd, while Zeelenberg was happy to have scraped onto the front row.

Reggiani led row two, from Cadalora, who still led the title, but was disconsolate as he once again failed to regain the superiority that suddenly deserted him after the Italian GP. He is the only Honda rider on Michelins, which is surely the root of his problem. His tuner Erv Kanemoto was baffled. "Usually when you get the bike set right, you only need make small changes for new tracks," he said. "We're making big changes, but Luca still complains he can't get the front-wheel feeling. I don't understand why. The main thing is that if you believe you are right, then you mustn't panic."

The usual tight times went all the way down to the 36th and last qualifier.



WARD DOES OK.

OKLAHOMA CITY, OK.—On June 8th, Team Kawasaki veteran Jeff Ward and his KX250 ran away with the 16th round of the AMA/Camel Supercross Series. Wardy, now in the 25th year of his incredible career, continues to chalk up the accomplishments. This Oklahoma City win is Jeff's 20th career supercross victory. And the words 'living legend' tend to come to mind when you realize that Jeff is the only rider to have won at least one feature event in this U.S. Supercross Series, eight years in a row. That's why year after year, race after race, Jeff Ward not only does OK, he does great.

Kawasaki

Let the good times roll.

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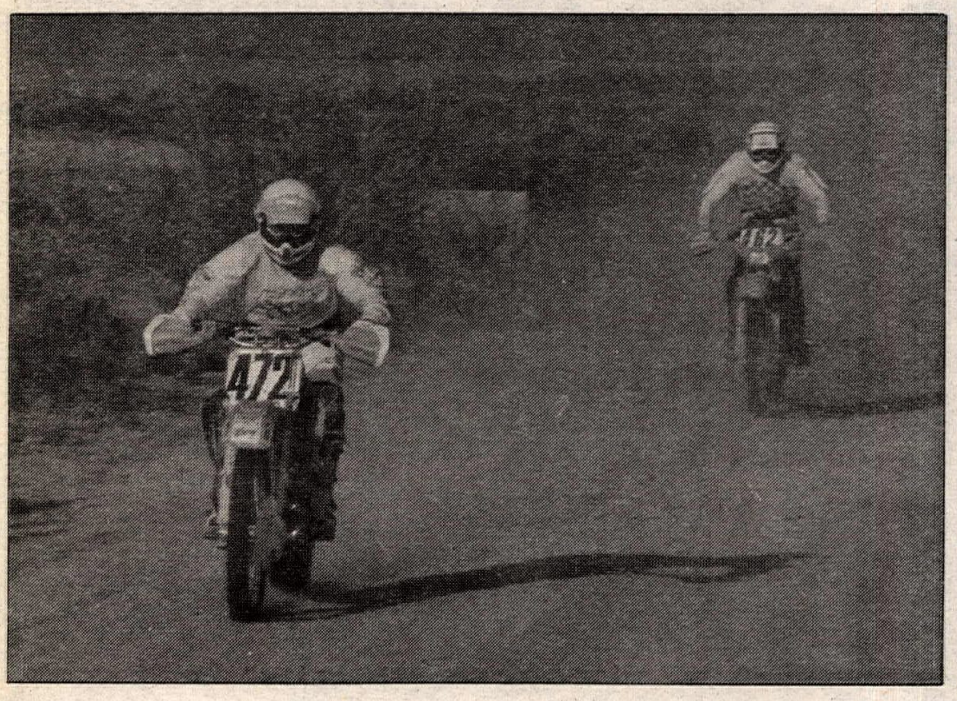
OFF-ROAD SCORE International Baja 500

Greg Zitterkopf rode most of his first section with a broken foot, and was later replaced by rival team rider Larry Roeseler.

The Alfie Cox/Keith O'Neal/Chuck Dempsey (472) trio scored the 250cc class win.



Team Green strikes again in Mexico

By Anne Van Beveren
Photos by Tom Van Beveren

ENSENADA, B.C., MEX. JUNE 7

The Kawasaki trio of Garth Sweetland, Paul Krause and Greg Zitterkopf, with the help of rival Team Green member Larry Roeseler, scored the overall win at the SCORE Baja 500.

It was uphill all the way for the Kawasaki KX500 team after Zitterkopf broke his foot less than 15 miles into the race which left Sweetland and Krause to battle back from a 10-minute deficit of the leaders. The duo closed to within three minutes of rival ATK and KTM entries and, with less than 100 miles from the finish, handed their mount over to Baja ace Larry Roeseler for one last crack at the checkered flag. Roeseler, who started the race teamed with Ted Hunnicutt on a separate entry, was sidelined halfway through the race with mechanical problems. After that, Roeseler stepped in and filled for the injured Zitterkopf on the winning Sweetland/Krause/Zitterkopf team.

"SCORE put in a new section right at the end. It was supposed to be Zitterkopf's section, so neither of us had ridden it," Sweetland said. "But Roeseler knew that part and he was out of the race when his bike broke, so the optimal choice was to put him on our bike."

Roeseler's last-minute dash through the new forest section took him past the challengers to the head of the pack and put Sweetland in the clear for the final sprint to the finish.

Sweetland finished the 429-mile race in just over eight and a half hours to take the win a minute and a half ahead of the ATK trio of Don Griewe, Ron Naylor and Ty Davis, with the KTM team of Danny Hamel and Jimmy Lewis third.

"It's an important win," said Krause. "These races are important because everybody's here and putting out their full effort. To beat the best teams around is great."

Warm sun and dusty conditions greeted the 58 motorcycle teams that lined up for the start of this year's race. The motorcycles began on Highway 3 near Ojos Negros, raced south through Santa Catarina to Mike's Sky Ranch, and then made a large loop to the west to run up the Pacific Coast before doubling back to Santa Catarina and turning north for the final sprint to Ojos Negros.

KTM drew the number one spot in the starting order, putting Hamel out in front when the starting flag dropped for the first time at 6:00 a.m.

"It was tough being first because you're first to warn the Mexicans that the race has started," said Hamel. "There were a lot of them out on the course and I almost had two head-on collisions — one with a motorcycle and one with a truck — that was really, really close."

Dust made the start just as tricky for the other racers, who followed Hamel one at a time every 30 seconds.

The tricky combination of sunrise and dust kept the riders in single file and at half throttle most of the way to the first pit at the intersection of El Alamo Road and Highway 3, but there was still plenty of room for error.

A slow-speed crash put John Braasch out of the running just 20 miles from the start.

"I was going about 15 miles an hour because I couldn't see anything and I hit a rock. I flipped, landed right on my shoulder and broke my collarbone," said the Kawasaki KX125 pilot. Braasch rode 20 miles to the El Alamo pit and handed over his mount to co-rider Roger Hurd before calling it quits.

"We lost nine or 10 minutes which isn't too bad, but it's all up to Roger now," Braasch said.

Zitterkopf came to grief about 10 miles into the race when he bottomed out dropping into a wash and broke his foot.

"I blew the shock and the footpeg broke off taking my foot with it," said the Kawasaki KX500 pilot. "I wobbled around a lot but I kept it on two wheels."

Zitterkopf hobbled into El Alamo where a fast pit had the bike back in action less than 10 minutes later.

Hamel still had the physical lead and had opened up a 30-second time-adjusted margin as he stormed across the highway at El Alamo. Roeseler, who started the race as lead-off rider on the Kawasaki KX500 team with Hunnicutt, was the second racer through, 30 seconds behind on adjusted time. Zitterkopf's bike arrived for repairs a minute and a half back in third and MXer Ty Davis brought the ATK entry he shared with Griewe and Naylor through in fourth, just 25 seconds behind Hamel on corrected time.

Close racing continued all the way to pit two at Valle de Trinidad. Roeseler and Hamel's KTM co-rider Jimmy Lewis were neck-in-neck going into the 50-mile southerly loop that ran through Mike's Sky Ranch and then doubled back to Valle de Trinidad.

"I rode about 15 miles, then I hit a rock and crashed off the road and down a ravine," said Lewis. "The crash wasn't bad but it broke a lot of parts on the bike like the front brake and the pipe. It wouldn't go and it wouldn't stop, so I had some problems after that."

Lewis nursed the bike through the loop but was more than seven minutes behind Roeseler and three minutes behind Naylor aboard the ATK when he limped into the pit. Extensive repairs put Hamel back on the bike 16 minutes behind the new race leader, and just ahead of Sweetland, who dashed through in fourth after riding all but two miles of the Mike's loop with a flat tire.

KTM's Greg Searle and Brandon Gerber came out of the Mike's loop in fifth, ahead of John Alexander and Kawasaki KX500 rider Robert Woolley and the ATK piloted by Klaus Nennewitz, William Diaz and Detlef Herrmann. Rick Salter, Dan Worley and Earl Roberts and the team's Kawasaki KX500 were in front of their Class 30 rivals in eighth, three minutes ahead of Kenny Parry and Scott

Forward on adjusted time, and the Alfie Cox/Keith O'Neal/Chuck Dempsey Kawasaki KX250 led the 250cc division (Class 21) by four time-adjusted minutes over Suzuki RM250 pilots Darren Sanford and Fred Willert.

The southerly loop gave an unexpected boost to Hurd's solo run in Class 20.

"I was about four minutes down on the 125 class leader when he stopped to help an injured rider," said Hurd. "He was coming backwards on the course to get help when I went by."

Hunnicutt kept the Roeseler/Hunnicutt entry out in front all the way over the San Antonio Mountain pass to the Pacific Coast near Santa Isabel and was still enjoying a trouble-free ride as the course turned north towards the 250-mile mark at Santo Tomas. Behind him, the problems were starting to pile up.

Naylor was less than two time-adjusted minutes short of the lead when he ran out of gas before Santo Tomas. "I missed our pit by the beach. They had to move it because the highway was too crowded and I went right by," said Naylor. "I sat there for maybe 20 minutes until a guy vacationing along the beach gave me some gas."

Hamel rode 20 miles up the beach on a flat tire and Krause lost time changing a wheel.

In Class 21, the story was much the same. The Cox/O'Neal/Dempsey Kawasaki had grabbed the physical lead and was stretching out the time-adjusted margin while its 250cc rivals started to suffer.

"The axle nut came loose just before I got Joey Lane (Morris/Lane/Richardson) on the beach," said Tim Morton, who tackled the coastal section on the Kawasaki KX250 he shared with Brian Schmuckle and Lincoln Peirsol.

"The chain was so loose it was skipping teeth on the sprocket and the back wheel would change sides every time you hit the brakes or the gas."

The Sanford/Willert Suzuki was making slow progress after a crash that broke the radiator, and Lane lost ground when he missed a newly-marked shortcut in the course.

Class 30 hopefuls Parry and Forward had worked their way up steadily from a last-in-class start and took the physical lead in the coastal section, while a close race still raged in Class 40.

"The top four were within five minutes of each other the whole way," said Jim O'Neal, who shared a Kawasaki KX500 with Chris Haines and first-time Baja racer Bill Tanner of Calgary, Canada. "It was the closest one I've ever been in. It was so much fun."

The Roeseler/Hunnicutt Kawasaki was out front all the way as the course turned east from Uruapan towards Tres Hermanos and was pulling out an impressive lead over its troubled competitors. But the team's hopes came to a sudden end near the 280-mile mark with a blown transmission.

"He was standing there beside the bike near Tres Hermanos," said Hamel, who was the first racer to reach Hunncicutt. "I was shocked. I knew I was in second after Naylor ran out of gas, so I kept plugging along but I wasn't expecting to end up in first just like that."

With the Roeseler/Hunnicutt entry out of the picture it was a brand new race with just over 100 miles to go. Hamel was in front as he charged through the highway crossing at El Alamo Road and handed over to Lewis for the final run north from Santa Catarina Dam to the timed finish at Ojos Negros. Davis flew by less than a minute behind Hamel, putting the ATK three minutes ahead on corrected time, and Krause handed over to Sweetland two minutes later, just 20 seconds behind Hamel on adjusted time.

"We got word that my bike had broken, then the three of them came through so close. We started thinking, hey, Kawasaki could still win this," said Roeseler. "We knew Zitterkopf had the last section and he couldn't ride so we jumped in the truck and went to Santa Catarina 90 miles from the finish. I took over for the last section."

After almost eight hours and more than 350 miles of racing, the final 90 miles were a grueling challenge for the tiring riders.

"SCORE stuck in a new section about 50 miles long the day before the race. That was the worst part of the whole course," said Hurd, who was still hanging on at the head of the 125cc pack. "It was hilly, twisty, rocky, silty and dusty. It had so many turns it wore you out and you got hit by sticks from all the bushes."

The tight final section was right up Roeseler's alley and the Kawasaki started to reel in the leaders, right as their luck started to run out.

Lewis fell victim to Roeseler about 25 miles from the finish.

"I was really close to him after he passed and it would've been a really close race but a fork slider came unbolted," said Lewis. "I stopped and fixed it about four times — got off the bike, screwed it back in, and even tried to put some dirt in there so it wouldn't come loose again. It gets scary riding when it comes loose, so I had to go really slow and I lost too much time."

The ATK fell victim to a clogged air cleaner with the finish almost in sight.

"It (the filter) got so clogged it wouldn't run any more so Davis had to stop and clean it out," Naylor said.

Roeseler swept by Davis as he worked on the bike and handed it over to Sweetland for the final sprint to the finish. The Kawasaki crossed the line with a total elapsed time of eight hours and 34 minutes, beating the ATK out of the win by one and a half minutes, with the KTM entry in third, 11 minutes shy of the win.

"It was tough for a Baja 500; we didn't know if we were going to make it to the finish," said Sweetland, who thanked his sponsors Kawasaki, Answer, Sprocket Spec., Renthal, Maxima, Metzeler, Bridgestone, Shoei, Smith, Sinoco, CM Cycle & BMW, Acerbis and FMF, and Reid Nordin for building the bike. "I haven't won the Baja 500 since 1986. It's been a while. It feels good to win it again."

"I think it's a bunch of bull that they (Zitterkopf/Krause/Sweetland team) can put Roeseler on the bike," said ATK's Naylor, a first-time Baja racer. "It gave them a fresh man and it made it a four-man team, but if that's okay by the rules, then I guess that's the way it is here. Dollar for dollar, we kicked their butts. I guarantee they spent a hundred times as much money as we did (to compete)."

Fourth overall and first in Class 21 went to the Cox/Keith O'Neal/Dempsey Kawasaki team with a time of eight hours and 55 minutes, 15 minutes ahead of second place finishers Schmuckle, Morton and Peirsol, also on a Kawasaki.

The Parry/Forward Kawasaki KX500 crossed the line with an average speed of almost 47 mph to claim fifth overall and Class 30 honors.

Ron Naylor, Ty Davis and Don Griewe comprised the runner-up team.

The Danny Hamel/Jimmy Lewis team had to stop for repairs after a crash.

Rick Salter's Kawasaki team took second in Class 30, and the race-long battle for Over 40 honors went to the Haines/Jim O'Neal/Tanner Kawasaki 12th overall, just three minutes ahead of the Kawasaki piloted by Rick Shirey and Wayne Cornelius.

"It's taken me 10 years to win this. I've been racing it since 1981 and never got more than a second or third before," said Jim O'Neal, whose son, Keith, topped the 250cc division with Cox and Dempsey.

Al Guzman, the only entry in Class 50, completed a solo circuit of the course in just under 12 hours. CN

The Rick Salter/Dan Worley/Earl Roberts team was second in Class 30.

Results

O/A: 1. Garth Sweetland/Paul Krause/Greg Zitterkopf/Larry Roeseler (Kaw); 2. Don Griewe/Ron Naylor/Ty Davis (ATK); 3. Danny Hamel/Jimmy Lewis (KTM); 4. Alfie Cox/Keith O'Neal/Chuck Dempsey (Kaw); 5. Kenny Parry/Scott Forward (Kaw); 6. Brian Schmuckle/Lincoln Perisol/Tim Morton (Kaw); 7. Scott Morris/Joey Lane/Dan Richardson (Kaw); 8. Rick Salter/Dan Worley/Earl Roberts (Kaw); 9. Greg Searle/Brandon Gerber (KTM); 10. Darren Sanford/Fred Willert (Suz); 11. Rick Lundin/Scott Stearns (Kaw); 12. Chris Haines/Jim O'Neal/Bill Tanner (Kaw); 13. Rick Shirey/Wayne Cornelius (Kaw); 14. John Braasch/Roger Hurd (Kaw); 15. Mike Harper/Ron Gray/John Bilkey (Kaw); 16. David Callaway/Jim Eveland/Paul Ostbo (Kaw); 17. Richard Jackson/John Etchart (Hon); 18. Eduardo Vazquez/Matias Arjona/David Jones (Kaw); 19. Beto Verber/Armando Zertuche (Kaw); 20. Sergio Vega.

CLASS 20: 1. John Braasch/Roger Hurd (Kaw); 2. Pedro Tamayo.

CLASS 21: 1. Alfie Cox/Keith O'Neal/Chuck Dempsey (Kaw); 2. Brian Schmuckle/Lincoln Perisol/Tim Morton (Kaw); 3. Scott Morris/Joey Lane/Dan Richardson (Kaw).

CLASS 22: 1. Garth Sweetland/Paul Krause/Greg Zitterkopf/Larry Roeseler (Kaw); 2. Don Griewe/Ron Naylor/Ty Davis (ATK); 3. Danny Hamel/Jimmy Lewis (KTM).

CLASS 30: 1. Kenny Parry/Scott Forward (Kaw); 2. Rick Salter/Dan Worley/Earl Roberts (Kaw); 3. David Callaway/Jim Eveland/Paul Ostbo (Kaw).

CLASS 40: 1. Chris Haines/Jim O'Neal/Bill Tanner (Kaw); 2. Rick Shirey/Wayne Cornelius (Kaw); 3. Mike Harper/Ron Gray/John Bilkey (Kaw).

CLASS 50: 1. Al Guzman (Kaw).

INTERVIEW Ronnie Jones

A hard day's night

By Paul Carruthers
Photos by Mitch Friedman and Bert Shepard

Ronnie Jones was introduced to dirt track racing in much the same manner a lot of growing young boys were in the early '70s, by eating popcorn and watching "On Any Sunday."

But things were different with 10-year-old Ronnie. When the theatre cleared, he stayed, for two or three showings a day, until the final count reached somewhere near 15. Later in the year, he was formerly introduced to the sport when his father drove him out to the Oklahoma City Fairgrounds and he saw his heroes — the Romeros, the Lawwills, the Manns — live. That was all the career counseling Ronnie Jones needed.

"I remember telling my dad, 'Yeah, that's what I'm gonna do when I grow up.' And I remember him telling me, 'Nah, you won't do it. Look at this. They live out of their vans, they have dirt under their fingernails all the time, they don't get to take showers, they're on the road all the time. You ain't gonna do that.' I remember thinking, 'Yep, that's what I'm gonna do alright.' "

Ronnie Jones was having the kind of day that made him wish he'd never sat through "On Any Sunday" once, let alone 15 times. Jones was frantically hammering away on his rear shock, trying desperately to find a setting that would allow his Honda RS750 to hook up on the dry and dusty ⅝-mile oval in Pomona, California, looking a lot like the men in the movie as he performed the kind of tasks his father warned him about.

And this was only the beginning . . .

Nobody stepped in Ronnie's way when he started racing motorcycles. In fact, his family supported him as he started mixing it up with other youngsters on the well-oiled dirt of the local short track in Yukon, Oklahoma.

Soon Jones started to venture out of state, racing at a short track at Ross Downs in Texas on Friday night and then blitzing the 150 some miles back to Yukon for more action on Saturday night. It was at Ross Downs where guys like Mike Kidd and Terry Poovey were making names for themselves.

"It was like a National every week at Ross Downs," Jones recalls. Come winter, he would head inside — racing in barns in Oklahoma. He was a short tracker, through and through, in fact, he didn't compete on anything longer than a quarter-mile track until he was a first year professional racer, an AMA Novice.

It wasn't supposed to be like this. After all, Jones had been tipped off on the correct settings to use at Pomona's oddly shaped, long-straight, tight-cornered oval. This was his first visit to the southern California facility, but Alex Jorgensen's mechanic had given him all the information that worked during a non-National race here a few years ago.

How quickly things change. Jones knew he was in trouble when he first set eyes on the surface. Instead of the wet and tacky soil he'd been told about, and consequently set up his Honda RS750 for, he found dry, loose dirt. The first practice session only reinforced his worst fears — he was turning lap times in the mid-33-second range while the others were getting around in the 31s.

"I think it (the rear suspension) was too stiff," a somewhat solemn Jones said after the first session. "Now it's probably too soft. I probably went too far, but I want to see what it'll do."

The best of times and the worst of times came all in one year for Ronnie Jones — 1980.

Nineteen years old and impoverished, Jones showed up at the Houston Astrodome needing to do well just to make his van payment. No problem. After all, this was only the world's biggest barn race and that was only his hero Kenny Roberts sitting next to him on the starting line for the Saturday night short track.

So he went out and battled with Roberts and Mickey Fay, and he won, saying afterwards in the winner's circle: "I knew I had arrived when I pushed the bike up the starting line and took my position next to Kenny Roberts. Beating Kenny is a thrill I don't think I'll forget."

Well, has he? Forgotten?

No way. "Besides beating Kenny, who I'd looked up to all this time, it was a race really close to Oklahoma City. That's the one everybody talked about and a lot of Okies went down there to watch that race. Racing back and forth with Kenny was neat. If I'd just got out front and won the thing it wouldn't have been such a big deal, but I think I started fifth or sixth and Kenny was up front and I just kinda worked my way up through the pack and finally caught him. And then we just went back and forth. I also made a friend in Kenny after that race, and he almost hired me the next year for his Mert Lawwill team. Kenny's always been real good to me. That race was without a doubt my biggest thrill."

Sadly, Jones' exhilaration was followed all too quickly by despondency as his younger brother David was killed in a tragic accident when a spectator crossed the track during a heat race at the Louisville Half Mile, almost putting a premature end to Ronnie's promising career.

"My parents weren't there, so I had to call home from the hospital," Jones said. "My mom made me promise that I'd quit, right then on the phone. At the time I didn't want to race. I didn't want to be around it."

So Ronnie stayed home. The funeral passed, the visitors stopped coming by and his friends on the National circuit went back to racing.

"I think my mom could tell I was depressed," Jones recalls. "I wasn't really sure I wanted to race again, but I knew I missed all my friends. She brought it up and told me that although she'd told me to stop racing, she really just wanted me to do what I wanted to do. I told her that I really didn't know what I wanted to do, but I felt like if I got on the track and raced, I'd know. I had to see if I really wanted to do it or not."

A National at the Santa Fe TT was looming on the horizon, and Jones decided it was time to see if racing was still important to him. Full of adrenaline, Jones went out and won the second National of his career at the Chicago-area track.

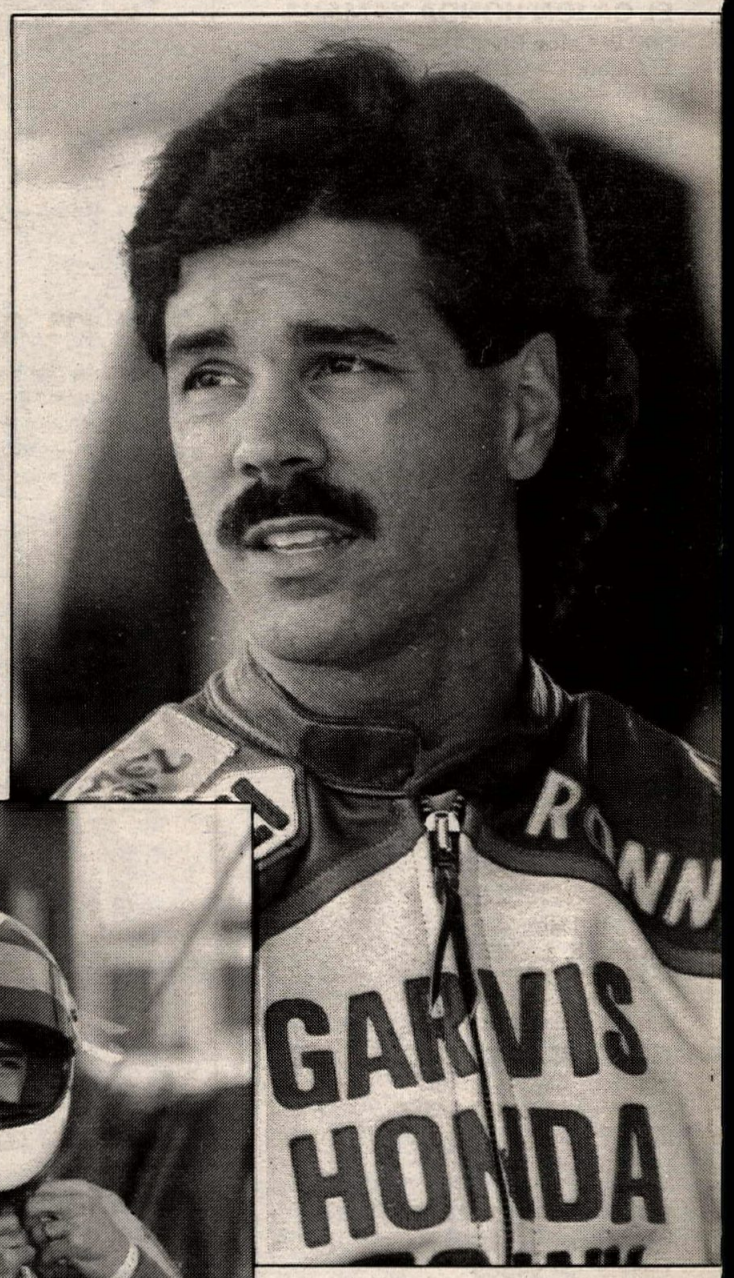
"I took off and led the thing wire-to-wire," Jones said. "It was almost like all the energy I'd built up inside of me just came out. People were telling me to slow down. I had a huge lead. I think I lapped half the guys in the field. People talk about a man possessed, but it's like I wasn't even thinking. I figure it must have been an omen or something — somebody trying to tell me something. I guess it was meant for me to go ahead and race."

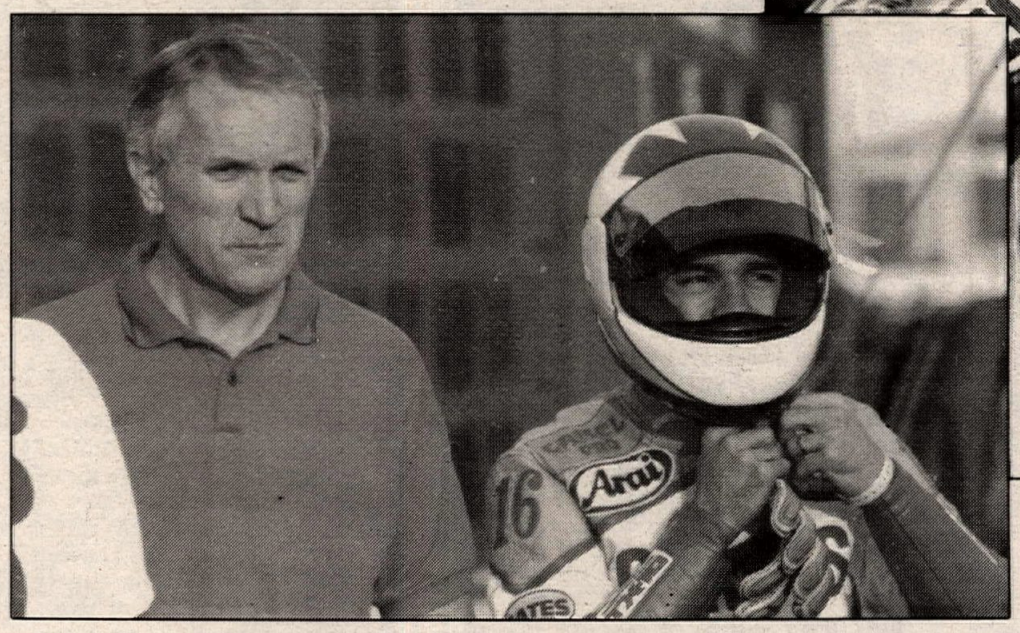
But things had changed. Racing didn't bring the same excitement that it did before his brother was killed.

"I was happy about it, but it just wasn't the same anymore," Jones admitted. "It was like winning Houston and winning Santa Fe were two completely different things. It wasn't important to me anymore like it was at Houston.

"It took me five years after Santa Fe to win another National. Maybe I felt like I was doing what I was supposed to be doing, but it just didn't mean that much to me."

Jones' second practice session went better, but not by much. The 30-year-old Oklahoman improved his time to the low 31s, but the others had also gone quicker. So there was more to change, and now the original settings he'd used from the cheat sheet were nothing more than a bad memory.





(Right) Ronnie Jones was ranked third in 1990, but by the end of the 1991 season hopes to better that finish by two positions. (Below) Jones and owner/tuner George Garvis are entering their third season as a team.

More teeth were added to the rear sprocket, and the front fork was softened.

"What we started out with wasn't as close as we thought, but it still gave us a place to start," Jones said.

There are normally two Honda RS750s in the pits of the George Garvis' Honda Town-backed team, but tonight there's only one. The wrong one. En route to the team's headquarters in Des Moines, Iowa, following the Sacramento Mile in northern California, the team's truck blew up. The alternate transporter was a minivan, and there was only room for one bike. Jones chose the bike he'd won the 1990 Ascot Half Mile on, a bike using the older styled chassis where the engine sits some two inches lower than the new model.

"This one worked good at Ascot because it was tacky," Jones said. "With this being a horse race track, I thought it would be tacky here too. Right now we're having a hard time

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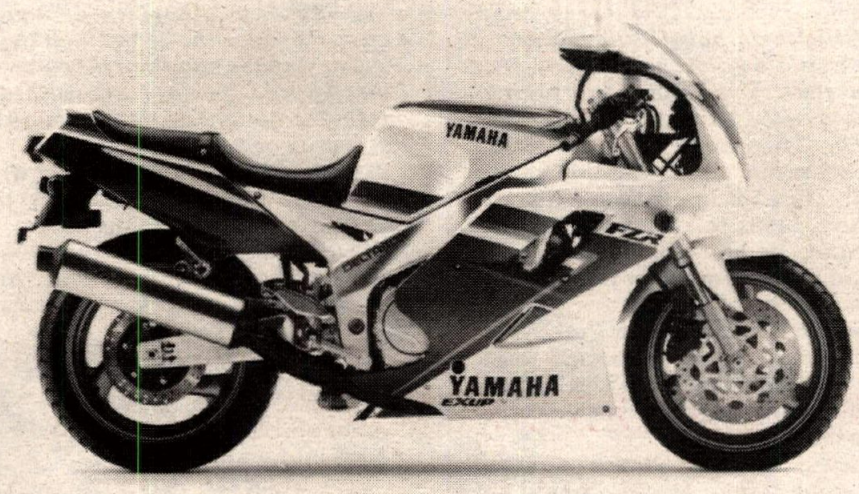

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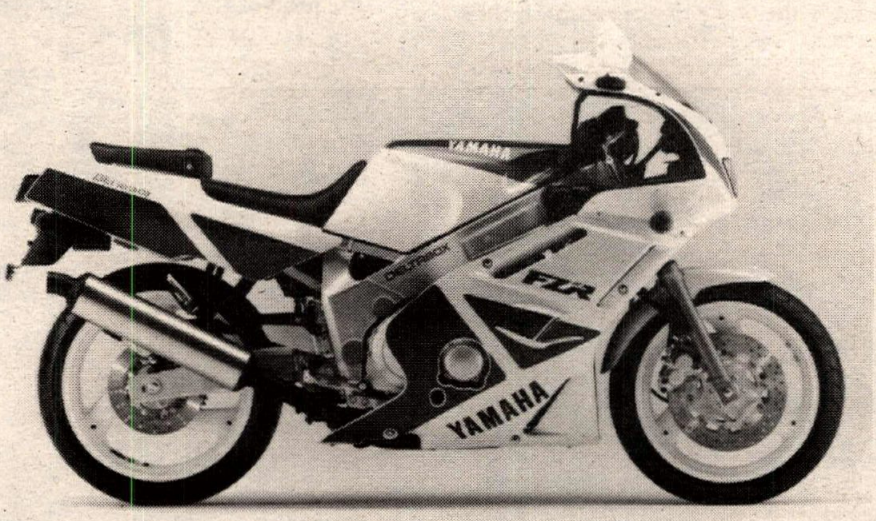

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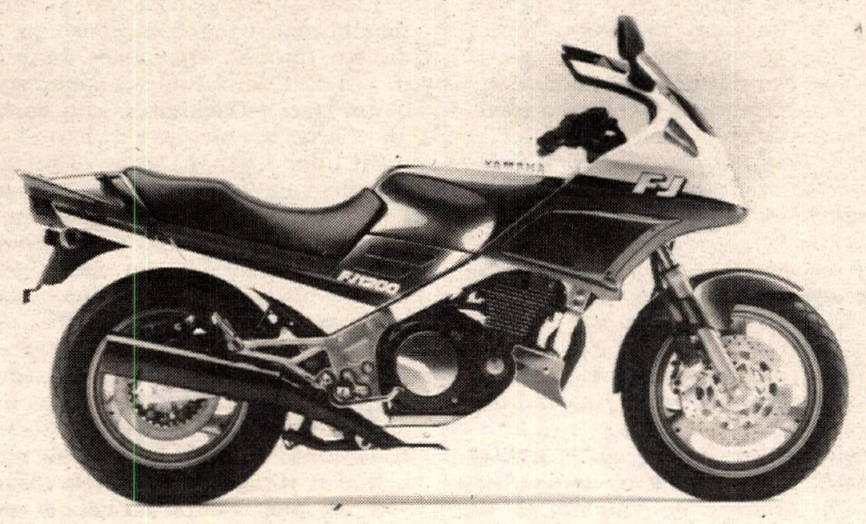

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YAMAHA
Go your own way.

INTERVIEW Ronnie Jones

keeping up with the other Honda guys." And their new frames.

Many things changed in Jones' life after that fateful day in Louisville. Things that weren't important before suddenly became important. His outlook changed. He found other things in life besides racing motorcycles.

"I just realized that racing wasn't everything," Jones said. "Before that racing was everything. After my brother was killed, I knew racing was important but it wasn't everything. There's a lot more to life. When I was in high school, for example, and all the other kids went snow skiing, I didn't go. I was afraid I'd break my leg, but also if I had an extra $300 to spend on snow skiing, I was setting it aside to buy new tires for my 250. I didn't spend any money that wasn't on motorcycle stuff.

"It wasn't until after that when I learned how to snow ski and water ski and all the things I hadn't done. I knew there were no guarantees in life and you might as well do what you can while you can."

Although he returned to racing, Jones refused to go back to Louisville. But five years later, in 1985, he decided it was time to return.

"I just decided that if I was going to be successful, I was going to have to go to Louisville," Jones said. "I was getting my head back into it, and I realized I couldn't afford to give up all those points. I figured I might as well go back and get used to the place again."

Joined by his mother, Jones returned to the track where his brother was killed, and although he didn't make the main that year he went on to win his third-ever National in '85, at Ascot.

Dirt track racers qualify via a single flying lap, each having the option to wave off that lap and get back in line. It's a difficult split-second decision the rider has to make while negotiating his lap. After all, if you screw up the second time, you're out of luck.

Jones did his flying lap in 32.150 seconds. Fast qualifier Scott Parker stopped the clocks at 30.514. One and a half seconds on a half mile is an eternity, and consequently Jones was only 17th quickest and still up to his boots in trouble.

"I should have waved off," Jones said immediately after his time trial run. "I got into (turn) one a bit hot, but I thought I got a decent drive out. I'm probably 11th or 12th fastest."

"As per normal," George Garvis said with a smile of his rider, who's never been much of a qualifier. Does he ever wave off? "Never," Garvis said. "Well, only when we plan it, when I'm timing him."

The work was far from over: "I think it was too soft," Jones said, hammer back in hand as he worked the rear shock's adjustment back the other way. "Hopefully, this thing (the track) will get damp, moisture will come up and we'll be in the hunt."

There's big money to be made for qualifying in the top six, as that deserving sextuplet earns a spot in the $17,500 Camel Challenge. But Jones, who sat atop the point standings after two races, shrugged off the thought of not being included. "I'd like to make the Challenge, but getting points is more important," he said.

Dirt track racing almost lost Ronnie Jones a second time, after the 1988 season. This time his reasons for wanting to hang up the steel shoe were strictly financial. He was tired of putting his life on the line and returning home to Oklahoma City with nothing to show for his efforts.

"By the time I paid for everything, I thought, 'This is stupid, I can make more money staying at home.' Jones said. "I didn't have any idea what I could do for a job, but I knew I could make more money."

Then Jones was handed a rather interesting offer. Harley-Davidson's Bob Conway offered him a job as a district sales manager for Harley-Davidson in Utah. Jones was flattered, and almost accepted the job.

Enter George Garvis. Jones heard Garvis was interested in going racing, and he gave the Honda dealer a call. Soon it was a done deal. The two now split all the earnings in half, and have arguably the best privateer team in the business.

"George is doing a great job on the bikes, no question about it," Jones said. "Last year, we finished every race. I feel like I'm riding better than I ever have, and George has given me a good motorcycle to go out and race with."

Jones took part in the second heat race of the night, but so far there was no sight of the moisture he was hoping for. Still, he grabbed the holeshot, only to be passed on the entrance to turn three by Rusty Rogers, one of the Honda riders with the newer chassis. Soon it was a four-way fight for the lead with Billy Herndon and legend Jay Springsteen joining Rogers and Jones. First Herndon went by, then Springer, and Jones was quickly relegated to fourth. He would have to try to qualify for the National via a semi.

"The problem is in the middle of the corner," Jones said. "I can't get it to turn down low. I'm going to lower the front and see if that'll help me just a little. It's just one of those nights where we're chasin' our tail."

The respect the younger riders have for the veterans in dirt track racing is immense. Shortly after the heat race, Rogers approached Jones and said: "What was I doing wrong out there?" This from the kid who'd finished three spots ahead of the struggling Jones.

The mechanical experiment went on, with Jones adding another tooth to the rear sprocket. Surprisingly, his RS750's rear sprocket was still two teeth smaller than the other Hondas and Jones was somewhat mystified.

With the taller gear, the wheelbase on the Honda was lengthened roughly a quarter of an inch: "That might help stabilize it in the middle of the corner," Jones hoped. "I've got my work cut out for me tonight, I can tell you that. But it ain't over till it's over."

Jones started his 1991 season with a win at the Daytona Short Track, the seventh National win of his career. He followed that with a second place finish at the Sacramento Mile, and headed south to compete at Pomona.

Jones is intelligent enough to know that the road to the championship goes directly through Milwaukee. In order to win the title, one must contend with Team Harley-Davidson's Scott Parker and Chris Carr on a weekly basis.

"If I don't win, I can be 90 percent sure that one of them (Parker and Carr) will," Jones said. "Every now and then, (Steve) Morehead or somebody will win one or I'll win one. But 90 percent of the time it's gonna be one of those two guys. So I feel that this year I have to win at least six races to win the championship. I have to keep those guys behind me in points at least that many times. I just can't finish third all the time like last year. I have to win some and finish second so I can split those points up and keep those guys behind me."

Six riders advance to the National via the two semis. Jones lined up in the second of the two races and headed into turn three in third place. He quickly moved past Dan Ingram and into second place behind Keith Day. The order stayed the same to the finish, and Jones was in the National.

But the tools were still flying in the Garvis/Jones pit. The latest experiment was going from a three-inch-wide rim to a three-and-a-half-inch model. Due to the pre-mentioned truck breakdown, Jones was forced to borrow the wider rear wheel from Scott Stump, who failed to transfer to the National.

In addition, the forks were dropped in the triple clamps, to a point somewhere in between where they had started the day and where they had ended up.

George Garvis is a motorcycle racing enthusiast and a Honda dealer in Iowa. His reasons for putting money into a dirt track effort are simple: "I just like working on things," he says while putting Stump's wheel in Jones' swingarm. He's not pleased that the borrowed wheel has aluminum spacers. "I take them out and put steel ones in," he said.

(Right) Jones struggled to get his bike dialed in for the slippery, ⅝-mile track at the Pomona Fairgrounds. (Below) With seven National wins under his belt, Jones (16) is no stranger to the head of the pack.

Jones is relatively relieved. He's had a tough night. Eight laps of practice on a troubled day like this is not enough, but as Jones says: "Well, we're in the main event."

Jones is a realist. He knows motorcycle racing isn't baseball. But he is also optimistic that with dirt track racing now having a TV package, things can get better.

"Everybody knows that to bring sponsors in you've got to be on TV," he said. "We had some interest from sponsors back when we had the Stroh Mile deal — from people like Planter's Peanuts. But when that TV deal went down the tubes, nobody would even return our calls.

"Everybody is always talking about fixing the problem of not having enough riders coming up. They say we need to do it though improving the grass roots. But I've always felt that if you can get it on TV, junior's going to be pulling on dad's shirt like I was when I saw "On Any Sunday," saying, 'Get me a minibike.' But if the kids never see it on TV, and all they ever see is baseball, basketball and football, they want to go out and do that. I think you need to build the top and let it trickle down."

Financially, a privateer dirt track racer can't get rich even if he wins the championship. Jones explains: "Realistically, if I won the championship, I'd probably end up grossing, winnings-wise, $60,000. The points championship is $100,000, throw in a couple of Camel Challenges, another $20,000, so maybe that's a total of about

$200,000. But I'm going to give $100,000 of that to George, and then I've got expenses. So I end up spending $20,000 on expenses throughout the year and then Uncle Sam gets $15,000 of it. So you end up netting $50,000 or $60,000 — for being number one in your field. And that's if I win the championship. The difference between first and third is $80,000 in point fund money. So now you're down to $20,000. So you pay George, pay your taxes and you don't have anything left."

Come July 27, Jones will try his hand at race promoting. He and a partner are the driving force behind the Oklahoma City Half Mile, a round of the Camel Pro Series. Ronnie doesn't really know what to expect, except one thing — the track will be nice and tacky.

"I'm not real nervous about it," Jones said. "I'm sure we'll make some mistakes. It's the first one I've done, so I hope I can just get through it and not lose my butt. Winning all my own purse money would help, but I'd hate to win the purse money and end up paying it all back in because there's no people in the stands. Really it was just a dream of mine to have a race in Oklahoma City. I'm just banking on the fact that there's enough people around that part of the country who have been wanting to see the same thing. Hopefully, they'll come out and support it.

"The first year I don't even care if I make money. I just don't want to lose money, or not much money, so I can afford to do it again and have it continue. That's what I'd really like to see happen."

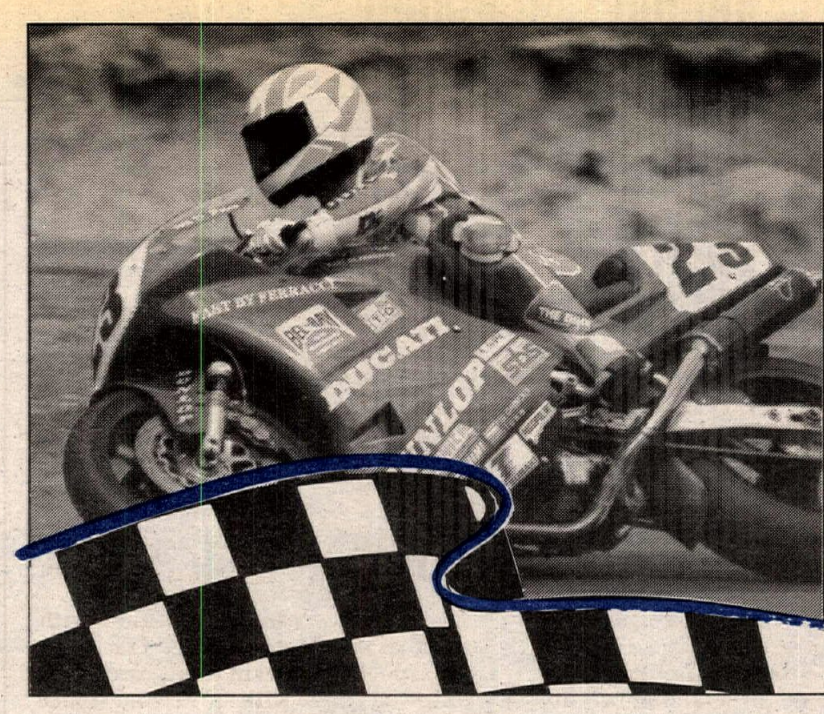
Jones takes his place on the middle of the back row for the start of the 25-lap National. He ends the first lap in 13th place, moves up to 12th, then 11th, and finally back to 12th. Meanwhile, up front, Parker runs away and hides from the field. Jones is rewarded with three points for his efforts and he slips to second behind Chris Carr in the championship. The long night is over.

"I was losing the rear brake," Jones said as the minivan was being packed by Garvis and crew, and the occasional fan stopped by to wish Jones luck and get an autograph. Jones' wife of a year, Trina, was also through for the night after keeping lap times from the first practice session through to the end of the National. "It (the rear brake) felt like it was dragging, too. Maybe it was that wheel," Jones said. "The first time I raced that bike I won Ascot, so I guess this race evens things out. If we had the other bike, I'd have parked this one after the first practice."

A baseball season is often broken down into months. If the 17-race AMA Camel Pro Series can be looked upon in the same light, Ronnie Jones had a bad May.

After his 12th place finish at the Pomona Half Mile, Jones crashed on the warm-up lap for the San Jose Mile National and hurt his left hand badly enough to keep him from starting the race. His troubles continued to follow him to the Springfield Mile where he struggled throughout practice, but managed to pocket 10 points for his fifth-place finish.

With May behind him, Jones opened June with a fourth place finish at Louisville and he's now third in points, 30 behind leader Chris Carr. He's got his work cut out for him as he attempts to win the Camel Pro Series Championship, but there's probably more that a few 10-year-old boys out there who will sit in front of their TVs and hope that their hero Ronnie Jones can pull it off. CN



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As trick as it looks?

By Kit Palmer
Photos by Nate Rauba

The wait is finally over. After three years of research and developement, Yamaha has released its all-new-from-the-ground-up WR200RD, an EPA-legal, "enduro-ready," 200cc off-road motorcycle, designed with both the serious off-road competitor and the weekend trail rider in mind.

The WR200 is the first serious off-road model built by Yamaha since the demise of the IT200 in 1986. Ever since then, the only truly serious two-stroke 200cc off-road motorcycle offered by any one of the four Japanese OEMs, was the highly popular Kawasaki KDX200. But now you have a choice.

Upon the highly anticipated arrival of our WR200 test unit, however, we were disappointingly surprised about a few things right off the bat: It seems to us that a 200cc off-road bike should be reasonably light in weight and small in size — the WR200 is neither.

First of all, when we first eyeballed the WR200 we saw a *very* tall motorcycle standing in front of us. In fact, at approximately 39 inches, the WR200 has a one-inch taller seat height than the Yamaha WR250, two inches taller than the YZ125 and nearly four inches taller than the Kawasaki KDX200! This seemed awfully strange to us, since a lower seat height is desirable for off-road riding.

Secondly, the WR200 is not light. In fact, at a claimed (and we believe 'em) 245 pounds dry (approximately 261 pounds with gas), the WR200 is just plain heavy. Too heavy. However, some of this excessive poundage has a lot to do with it being EPA-legal. In order for the WR to pass strict decibel laws in the U.S., it has a very heavy exhaust system, a result of a double-wall exhaust pipe and steel spark-arrester. So it's not entirely Yamaha's fault that the WR is so porky. Also, the WR uses many steel parts such as wheel collars, spoke nipples, etc, whereas its closely related YZ125 uses lighter aluminum parts.

In comparision, the Kawasaki KDX200, which is also EPA-legal, has a claimed dry weight of 225 pounds (244 with gas). That's nearly 20 pounds lighter than the WR200.

When it came time to ride the WR, we couldn't help but notice the incredibly tiny kickstarter lever. Just looking at it makes you want to giggle, but what's really incredible is that it works and works well, too. A couple of quick jabs on the kickstarter brings the little two-stroke motor to life — hot or cold.

The WR200's powerplant is based on the one that powers the Yamaha DT200R dual-sport model, a bike only offered in Japan. However, this motor is no wimp and has many state-of-the-art features, such as an electronically operated exhaust power-valve, case-reed induction system, water-cooling and cresent-shaped (slide) carburetor. It even has counter-balancers on the crank (that also add to the WR's overall weight). In other words, the WR200's motor is very trick.

Of course, the WR200 is an extremely quiet motorcycle. Your neighbors won't mind it, nor *should* backpackers and other outdoor recreationalists who we share our public lands with.

In spite of the restrictive exhaust system, we were very impressed with the WR's 199.7cc, two-stroke motor. It pulls extremely well off the bottom, significantly better than what we had expected. The WR likes to torque its way up hills and plod along on the tight and twisty trails; it seems the more demanding the trail the better the engine is suited.

Thanks to the electronically activated power-valve, the WR's motor is very smooth and responsive. There is no sudden burst of power (or vice versa) anywhere in the powerband, just super smooth and predictable acceleration.

For the most part, the WR200 has a strong motor, but when the trail opens up, an aggressive rider will ask more out of the engine than it can deliver, especially if the terrain is hilly. For competition use, the WR will need some modification, such as swapping the stock exhaust system for an after-market pipe and silencer. But for casual or even serious trail riding, the WR's powerplant is absolutely fine in stock condition and the exhaust system should be left alone. Quiet is the key to the longevity of the sport of off-road riding. What's the use of having extra

The new Yamaha WR200 is an excellent trail bike, but the serious enduro rider will want more suspension and revs.

For an off-road bike, the WR200 has an extremely tall seat height, taller than its motocross-related YZ brothers!

horsepower if there's no land to ride on?

Due to its torquey output, smooth throttle response and mellow powerband, the WR is easy to control on loose ground, whether it's muddy or hard-packed and dry. The rear wheel tracks well and usually maintains a straight line, making it very predictable on the trail.

The WR's six-speed wide-ratio transmission works well and shifting is positive. Despite spending a lot of time riding the WR on some extremely tight and slow-going kind-of-trails, the clutch held up well to the abuse. The WR can be started in gear rather easily, too.

Because of its height, the WR200 feels a little strange at first. The "little" 200 feels as tall as it looks and might give riders under five and a half-feet tall some problems, especially when negotiating the WR through rocky sections when foot-dabbing can't be helped. Riders around the six-foot mark won't have too much trouble adapting to the long-legged WR and might, in fact, like the roominess feel. Even though the somewhat large 2.6 gallon gas tank looks uncomfortably wide, it didn't bother any of our testers. All of us agreed that a tank that holds extra gas is well worth the minor inconvenience of discomfort.

The WR's chassis is also based on the DT200 chassis, which shares pretty much the same geometry as the YZ125. Even though the WR is so tall it's still comfortable, which has a lot to do with its wide and firm seat that climbs up and around the gas cap. This is one motorcycle that you can move around on with ease.

Suspension-wise, the WR200 leaves a lot to be desired. In stock condition, neither the single Showa shock rear suspension nor the upside down Kayaba fork is up to the task of aggressive riding, and we don't mean real aggressive riding, either. Just good ol' fashioned hard riding. When you start pushing the WR a little harder than normal, casual trail riding, the suspension suddenly becomes harsh and busy. There were times when the front end (handlebars) violently deflected to either side when crossing a rather large rut or whoop. The front end just doesn't feel very stable or predictable.

The back end feels very much like the front. The initial feeling is plush and cushiony, but as soon as you get on the gas, look out. That's when the back end starts feeling harsh and bouncy. Whoop-de-doos aren't one of the WR's favorite obstacles and neither are ruts. We feel that a lot of the WR's harsh feeling over the whoops has to do with the bike's weight. It's too heavy for the suspension.

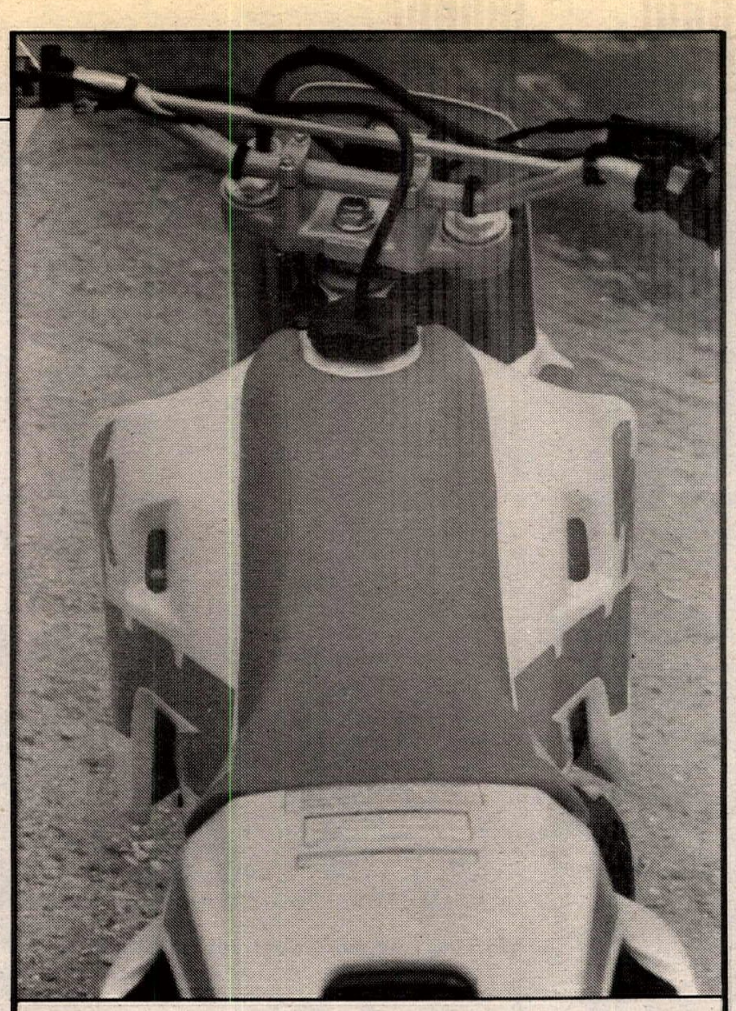
As a whole, for casual trail riding the overall suspension package is fine, but for competition use it needs some beefing up.

Turning the WR seemed a little strange at first, again, because of its tall seat height, but the more we rode the bike the more we got accustomed to it. We found ourselves sitting far up on the gas tank to make the WR turn quickly on the tight switchbacks, but since the seat is so long and relatively flat, it requires little effort to get up there.

One thing nice about the WR's height is that taller riders won't be complaining about banging their knees on the handlebars when leaning over for the turns. Again, there's plenty of room on the WR.

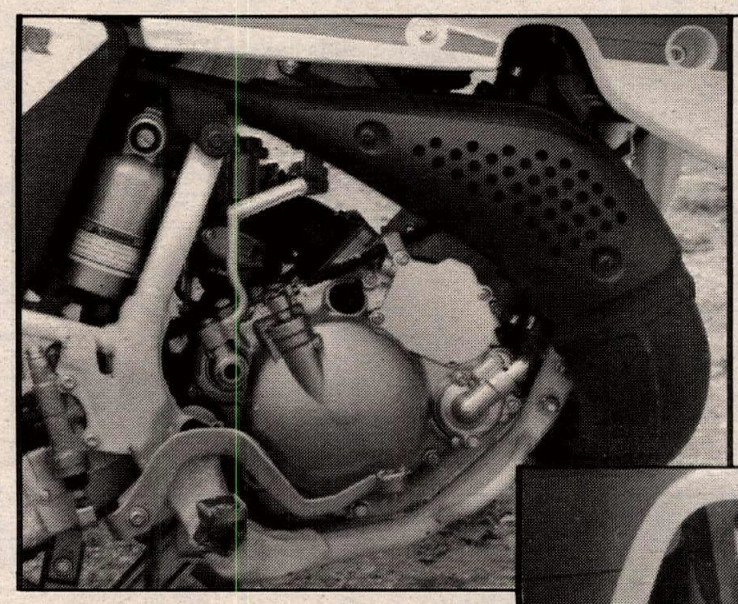
Both front and rear brakes are strong. We had no complaints at either end.

Other nice details with the WR200 is that it comes stock with a resettable mechanical odometer, hand guards, head and tail lights and a kickstand.



There's plenty of room on the WR due to its long seat. The wide 2.8-gallon gas tank isn't as uncomfortable as it looks.

The WR comes stock with all the enduro trimmings such as a resettable odometer, hand guards, lighting and kickstand.



(Left) Check out the tiny kickstarter lever. Believe it or not it works well. (Below) An electronically operated power-valve system helps give the 199.7cc water-cooled engine an extremely smooth powerband.

Adding up the scorecard

Is the new Yamaha WR200RD "enduro-ready" right out of the crate? Depends. If you're looking to overall your next enduro, then the answer is no. If you're just looking to have a good time, zeroing a few checks and finishing, then the answer is yes.

Overall, we enjoyed trail riding the WR immensely, but we would think twice about competing on it in stock form, mainly because of its less-than-par suspension and its overweight problem. The motor, too, could use some attention, but like we said earlier, swapping the stock exhaust system for an aftermarket system should be all that is needed. Work out these bugs and the WR200 shouldn't be a stranger to the winner's circle. CN

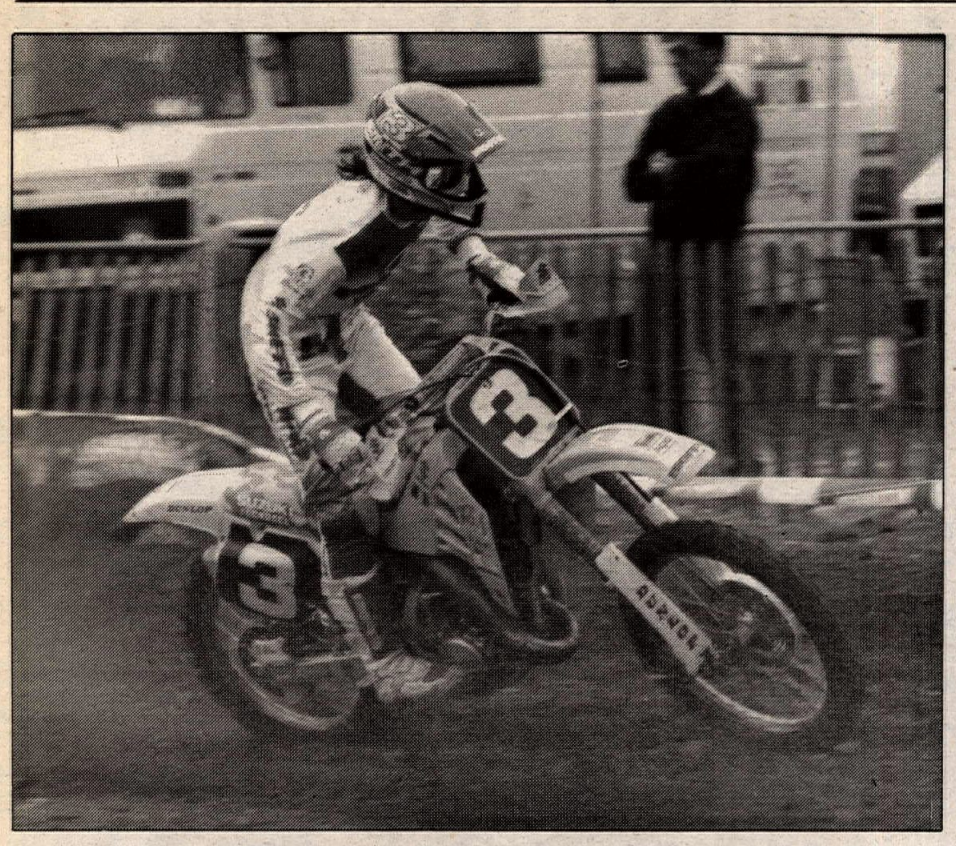
(Below) The WR200 weighs a hefty 245 (claimed) pounds. It's not exactly light.

Specifications

Yamaha WR200RD

Engine type	Liquid-cooled, two-stroke, case-induction reed-valve, single
Bore x stroke	66.8 x 57.0mm
Displacement	199.7cc
Compression ratio	6.3:1
Carburetor	30mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Transmission	Wide-ratio 6-speed
Primary drive	Straight-cut gear
Final drive	#520 chain
Final drive ratio	4.000 (52/13)
Frame	semi double cradle
Rake	28°
Trail	4.92 in.
Front suspension	Kayaba, inverted telescopic fork
Fork tube diameter	41mm
Front wheel travel	11.8 in.
Rear suspension	Showa, single shock, linkage, swingarm
Rear wheel travel	12.2 in.
Front brake	9.65x0.12 in. Disc
Rear brake	8.66x0.18 in. Disc
Front tire	80/100-21 M51 Bridgestone
Rear tire	100/100-18 M59 Bridgestone
Claimed wet weight	244.7 lbs
Wheelbase	57.5 in.
Seat height	39.0 in.
Ground clearance	14.4 in.
Fuel capacity (incl. reserve)	2.8 gal.
Colors	White w/powder blue
Suggested retail price	$3499

MOTOCROSS World Championship 125cc MX Series: Round 6



Stefan Everts won his third straight 125cc GP in his native Belgium.

American Bob Moore dropped out of moto one when he dislocated his shoulder, but despite the pain he rode moto two and finished second behind Everts.

Everts scores again in Belgian GP

By Alex Hodgkinson

GENK, BELGIUM, JUNE 9

Having gotten the taste for winning, Stefan Everts just keeps doing it as he won his third GP in a row. Just two weeks after his first-ever GP win in Hungary, the 18-year-old Bieffe Suzuki star completed the hat trick of GP wins in his native Belgium.

Everts now leads the point standings by 44 points at the halfway point of the World Championship 125cc MX Series as his leading challengers continued to lose points. American Bob Moore DNF the first moto after dislocating his shoulder, but bravely fought back to finish second behind Everts in moto two. Moore lies second in the standings ahead of compatriot Donny Schmit, who broke his thumb and collarbone when he crashed at the Hungarian GP.

Pedro Tragter, who is fourth in the standings and beat Everts in the first moto, suffered terrible luck in moto two when his throttle grip came off as he held a narrow advantage over Everts.

Tragter scorched to the front when the gate dropped for the first moto and the Dutchman was never to be dislodged for the entire 40-minute plus two-lap race. Moore crashed in the first turn, but remounted to chase the pack. However, he never completed the first lap.

"Another rider jumped across me at the back of the track," said Moore. "I tried to steer away from him, but didn't quite make it. My right shoulder came out, but I put it back in myself immediately. I have to try to start moto two if I am to maintain my challenge for the title."

Charrel Sweebe chased Tragter from second on the first lap, but he punctured a rear tire on lap two. He slipped down to eighth place after 35 minutes, but then the bike started to snake badly and he decided to withdraw as he dropped down the field.

With Tragter out front at half distance, Everts started to make his charge. But as Everts started to eat away at Tragter's six-second advantage, he slipped off in a corner and lost his chances of catching the Dutchman. For a while, Everts came under pressure from third-place Greg Albertyn for a short time.

"When Stefan fell, I was nearly on him," said Albertyn. "But I wasn't getting any closer and after three or four laps I decided to let him go and settle for third."

At the finish, Tragter crossed the line 20 seconds ahead of Everts with Albertyn another seven seconds behind in third.

"I am happy with that win," said Tragter. "When I hit the front, I tried to build a defendable lead. I was still in control when Stefan fell, and from then on it was a comfortable race."

Everts was a bit disappointed to lose in front of his home crowd.

"I was able to move quickly to second place," said Everts. "I was just about to make my charge when I fell and there was no way to catch Pedro again. I just had to concentrate on extending my advantage in the championship."

Remy Van Rees had gotten off to a poor start but battled strongly past a surprisingly quick French trio of Yves Demaria, Fredric Vialle and Frederic Bolley to finish fourth. Demaria held on to fifth at the finish over Vialle, while Piet Beirer charged hard from a 17th-place start to pass Bolley for seventh before the finish. Kees Advokaat finished ninth behind Bolley and Marcel Van Drunen completed the top 10.

American Willie Surratt proved to be more adept in the Belgian sand than he had at a previous GP in Holland. Surratt got off to a poor start yet worked his way up to finish 12th behind Bernard Magain despite hitting the deck at half distance when he ran into another rider.

"I'll be glad to end the day in the top eight of the point standings," said Surratt, which would ensure him of automatic qualification for each GP in the second half of the season. "This is the last GP in the sand."

As rain began to fall at the beginning of the second moto, it was again Tragter who took command at the front with Andrea Bartolini, Demaria, Everts and Moore right behind him. Within a lap and a half Everts was second, and for 10 minutes he chased Tragter hard. The 17 points for finishing second would've extended Everts' lead, but he desperately wanted to win for his home crowd. But in the end, he didn't have to battle Tragter to score the win since Tragter ran into trouble.

"I think I could've kept in front again, but the throttle grip came off at the back of the track after 15 minutes," said Tragter. "I lost a complete lap putting it back on."

From then on Everts was safe in first.

"I opened a lead of more than 10 seconds and then I was content to leave it at that," Everts said.

His nearest challenger at first was Demaria, but Moore gritted his teeth to take second from the Frenchman.

"I was in pain, but I need every point after that DNF," said Moore. "I was able to pass Demaria and move away until I was safe."

Moore finished the moto nine seconds behind Everts, while Demaria remained a safe third to the end. Bartolini had to give up fourth to Van Drunen after half an hour and Van Drunen held the position to the finish. Bartolini kept Van Rees a safe distance behind to finish fifth, while Van Rees dropped out with two laps to go.

Albertyn had fallen on lap three when in a position to control the battle for eighth and automatic qualification in the standings, and a hard-charging Beirer pushed him back even further. Entering the final two laps, Albertyn was back to ninth place, which would have given him his third consecutive third-place overall as well as the automatic qualification. But a nasty crash which left him with cuts and bruises dropped him out of the points to 17th at the finish and Bartolini surpassed him in the points.

"I can't believe my luck," said Bartolini. "I rode well, but I thought I had no chance anymore to be eighth in the championship. Then Van Rees and Albertyn both went out."

Surratt rode strong for the first half of the race and then held on in the unloved sand to finish seventh behind Jerome Belval and ensure his seventh place in the standings. CN

Results

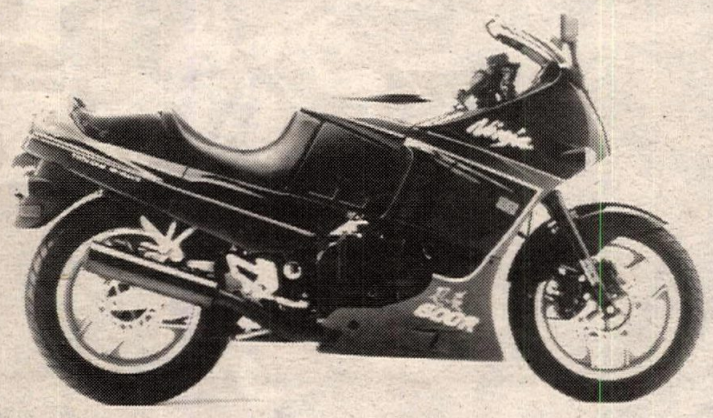
TIMED PRACTICE: 1. Pedro Tragter (2 minutes, 12.45 seconds); 2. Remy Van Rees (2:13.00); 3. Yves Demaria (2:13.23); 4. Stefan Everts (2:13.51); 5. Greg Albertyn (2:14.01); 6. Bob Moore (2:14.69); 7. Pascal Bal (2:14.70); 8. Marcel Van Drunen (2:15.07); 9. Bernard Magain (2:15.27); 10. Martin Dygo (2:15.51); 11. Craig Pratley (2:15.56); 12. Jorgen Huvell (2:15.78); 13. Andrea Bartolini (2:15.89); 14. Kees Advokaat (2:16.07); 15. Joakim Karlsson (2:16.13); 16. Fredrik Werner (2:16.17); 17. Fredric Vialle (2:16.25); 18. Thierry Klutz (2:16.50); 19. Jerome Belval (2:16.66); 20. Eddy Seel (2:16.72); 21. Morte Moeslund-Nielson (2:16.73); 22. Frederic Bolley (2:16.75); 23. Warren Edwards (2:17.02); 24. Pit Beirer (2:17.26); 25. Diederik Logt (2:17.69); 26. Parcus Becker (2:17.73); 27. Mattias Nilsson (2:17.80); 28. Marco Seiler (2:17.94); 29. Charrel Sweebe (2:18.02); 30. Gerard Delepine (2:18.16); 31. Kim Alex Olsen (2:18.18); 32. Fabian Guene (2:18.19); 33. Sami Paakkinen (2:18.38); 34. Jerome Dupont (2:18.46); 35. Neil Prince (2:18.50); 36. Franco Rossi (2:18.51); 37. Willie Surratt (2:18.54); 38. Matt Gordon (2:18.60); 39. Philippe Dupasquier (2:19.19); 40. Claus Nielsen (2:19.24).

MOTO 1: 1. Pedro Tragter (Suz); 2. Stefan Everts (Suz); 3. Greg Albertyn (Hon); 4. Remy Van Rees (Kaw); 5. Yves Demaria (Suz); 6. Fredric Vialle (Kaw); 7. Pit Beirer (Suz); 8. Frederic Bolley (Yam); 9. Kees Advodaat (Hon); 10. Marcel Van Drunen (Hon); 11. Bernard Magain (Kaw); 12. Willie Surratt (Hon); 13. Jorgen Huvell (Suz); 14. Mattias Nilsson (Suz); 15. Pascal Bal (Hon); 16. Craig Pratley (Hon); 17. Sami Paakkinen (Kaw); 18. Diederik Lost (Kaw); 19. Neil Prince (Hon); 20. Eddy Seel (Hon); 21. Thierry Klutz (KTM); 22. Martin Dygd (Yam); 23. Kim Alex Olsen (Suz).

MOTO 2: 1. Stefan Everts; 2. Bob Moore (KTM); 3. Yves Demaria; 4. Marcel Van Drunen; 5. Andrea Bartolini (Suz); 6. Jerome Belval (Suz); 7. Willie Surratt; 8. Pit Beirer; 9. Charrel Sweebe (Hon); 10. Marco Seiler (Yam); 11. Parcus Becker (Suz); 12. Fredrik Werner; 13. Neil Prince; 14. Claus Nielson (Kaw); 15. Diederik Logt (Kaw); 16. Craig Pratley; 17. Morte Moeslund-Nielsen (Yam); 18. Pedro Tragter; 19. Kim Alex Olsen; 20. Thierry Klutz; 21. Sami Paakkinen; 22. Philippe Dupasquier (Yam); 23. Pascal Bal.

WORLD CHAMPIONSHIP 125 MX SERIES POINT STANDINGS: 1. Stefan Everts (208); 2. Bob Moore (164); 3. Donny Schmit (129); 4. Pedro Tragter (115); 5. Yves Demaria (110); 6. Marcel Van Drunen (89); 7. Willie Surratt (82); 8. Andrea Bartolini (65); 9. Greg Albertyn (62); 10. Remy Van Rees (56); 11. Pit Beirer (49); 12. Charrel Sweebe (46); 13. Jerome Belval (45); 14. Matt Gordon (38).

Check Out The 1991 Ninja Models At These Kawasaki Dealers.



Ninja 600R

As Kawasaki's best selling middleweight sport bike, the Ninja 600R sets the class standard for power, weight and responsiveness. With an 11.7:1 compression ratio, its liquid-cooled 592cc DOHC four-cylinder engine provides smooth-flowing performance across the powerband.

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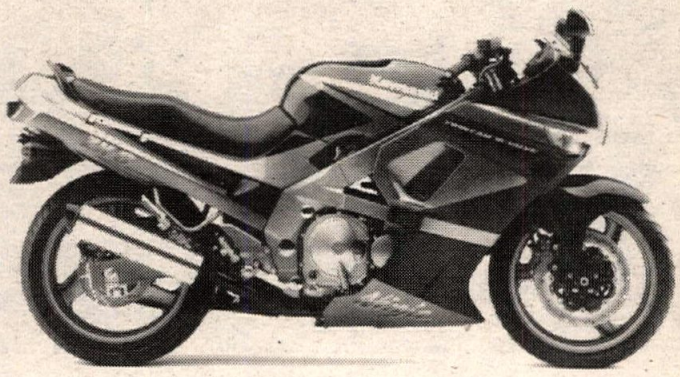
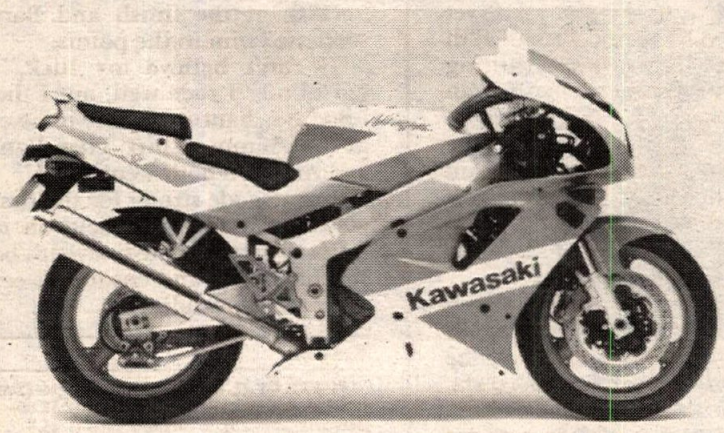
Ninja ZX-6

Now, a new deep ebony 1991 Ninja ZX-6 is set to ride down the highway alongside the haunting Luminous Cardinal Red ZX-6 introduced last year. Strikingly handsome with its rounded front full fairing, Kawasaki's Ninja ZX-6 is without equal in the 600cc sport bike class.





Ninja ZX-7

Every once in a while, a new design comes along that evokes the word "classic" the minute you see it; a product so perfect it promises to become an enduring masterpiece. Common to such timeless designs is the ability to communicate the essence of the product at a glance: the Ferrari Testarossa, the Stealth fighter, the bullet train. Enter the 1991 Kawasaki Ninja ZX-7.

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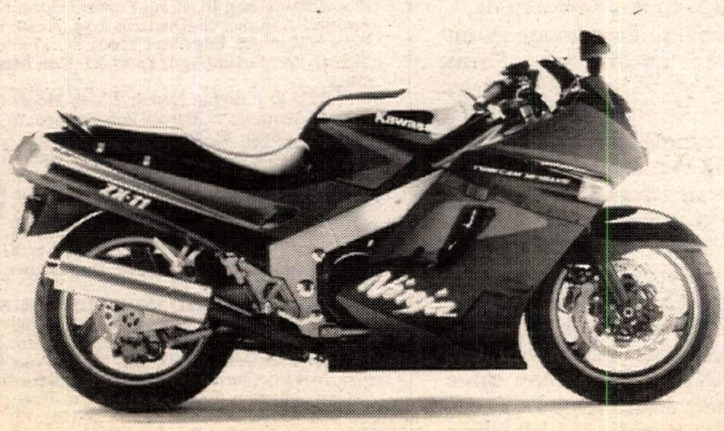
Ninja ZX-7R

With the limited-edition 1991 Ninja ZX-7R, Kawasaki capitalizes on an incredible opportunity: taking a new-from-the-ground-up street machine, the Ninja ZX-7, to the limit of race-ready performance with expertise gained from a winning 1990 AMA road race season.



Ninja ZX-11

Introduced last year to a chorus of "oohs" and "aahs" from the enthusiast press, the Kawasaki Ninja ZX-11 proved to be the most sought-after machine for the rider attuned to maximum performance and control. Its well-defined, muscular lines, eagerly pointing toward the open road, tell the world clearly what this bike is all about.

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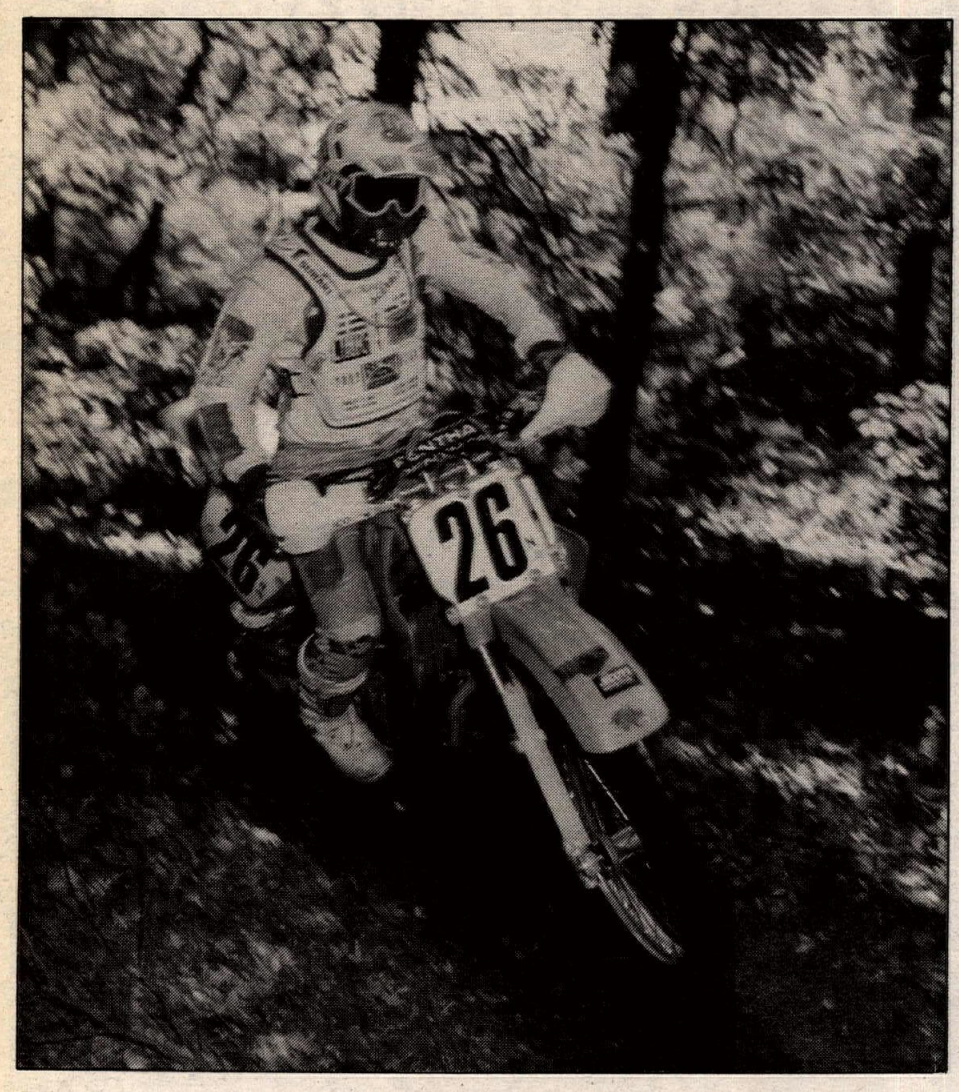
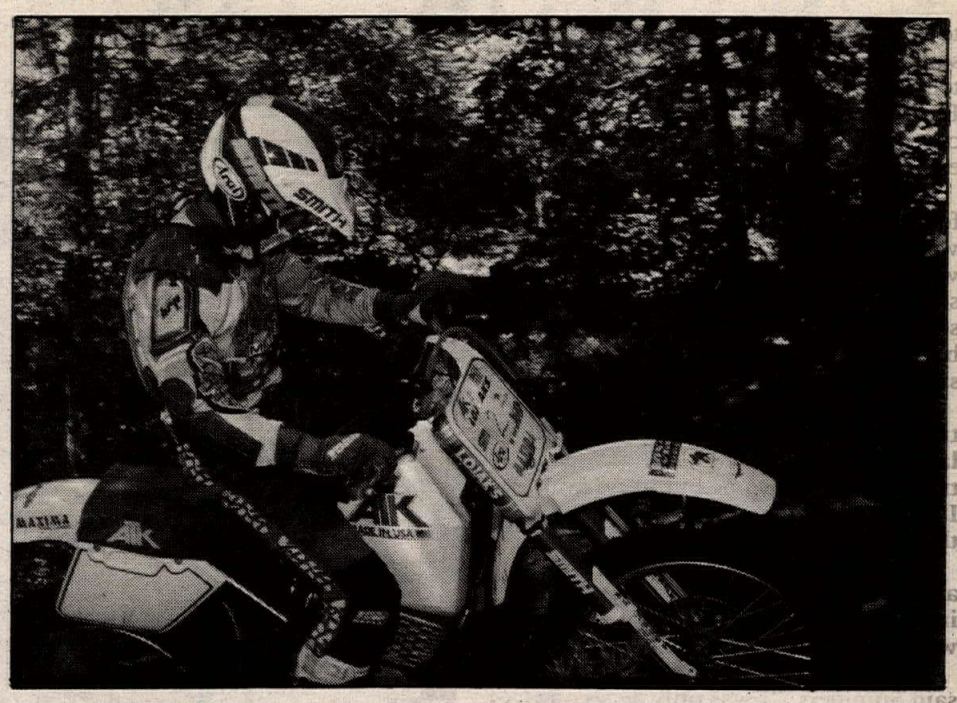
HARE SCRAMBLES AMA National Championship Hare Scrambles Series: Round 5



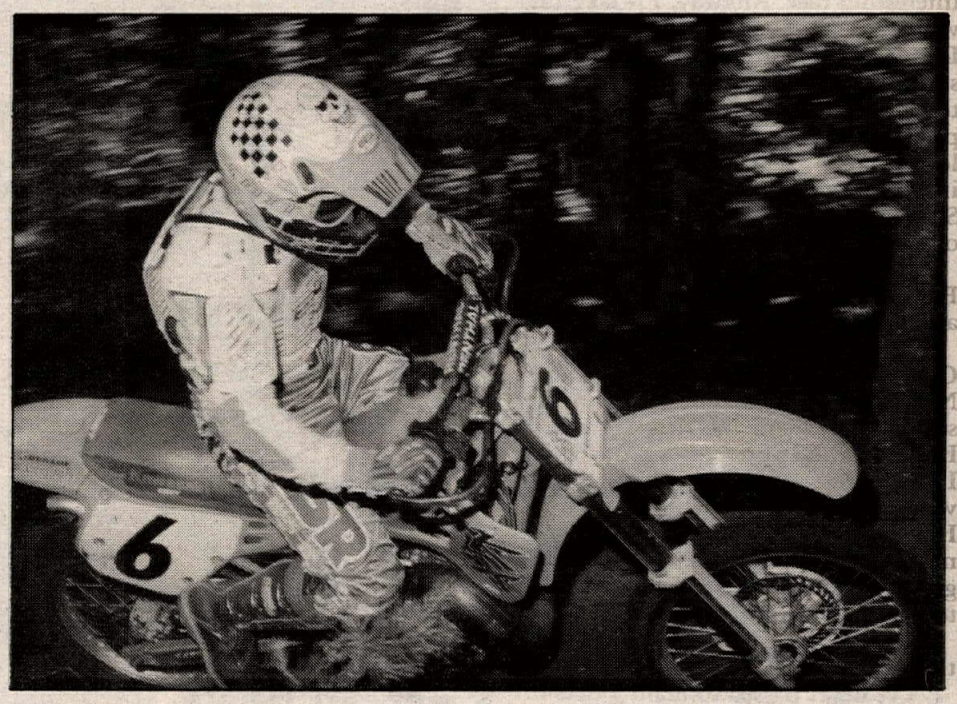
Four-time National Enduro Champion Terry Cunningham was the runner-up.



Former National Hare Scrambles Champion Ed Lojak finished fourth overall.

Michael Carlon led Scott Plessinger and winner Scott Summers at the start.

Front-runner Duane Conner was sidelined with mechanical problems late in the race.



Summers wins Woodscross Rhode Island National

By Mike Snyder

WEST GREENWICH, RI, JUNE 9

Determination, persistent riding and a little bit of good luck paid big dividends for defending National Hare Scrambles Champion Scott Summers at the Rhody Rover M.C.-hosted Woodscross National, as the factory-backed Honda XR600 pilot scored his third overall victory of the season.

Runner-up was four-time National Enduro Champion Terry Cunningham who, like Summers, rode a methodical race, as he steadily worked his way up through the pack during the race. National Enduro competitor Kevin Bennett, of New Jersey, roared through the blinding dust on a Honda XR600, instead of his usual Honda CR250, to finish third place ahead of ATK's Ed Lojak.

Lojak shook off the effects of a hard get-off to claim fourth overall, while rounding out the top five was local competitor Brad Simeon, riding a Honda CR250. Simeon almost nipped Lojak for fourth but was hampered by a bent rear brake lever, which allowed Lojak to finish ahead of Simeon by just two seconds.

The only notable no-show was Team Green's Aaron Hough who scored back-to-back National Cross Country wins in Brownsville, Pennsylvania and Beckley, West Virginia, about a month ago. Hough tore ligaments in his knee at the last cross country round in Buckhannon, West Virginia.

The Woodscross National turned out to be a strength-sapping event. A lack of rain in the area caused some sections of the course to become extremely dusty. The start area was located in a sand quarry, but most of the course was tight with loamy dirt and rock-free.

After the C riders completed their race, the AA, A and B classes lined up to commence battle. The AA riders took off on the first wave with Suzuki rider Michael Carlon grabbing the holeshot, but it was short-lived as former National Hare Scrambles Champion Scott Plessinger and his factory-backed KTM blasted by the early leader, as did Team Green's Duane Conner. Once past Carlon, who eventually faded back in the pack, Plessinger and Conner engaged in a two-way dice for the lead for much of the three-hour race.

Reappearing out of the woods after completing the first lap, Plessinger was still out in front but Conner and his Kawasaki were just a few seconds behind the leader. Lojak was a close third, while Summers, who had earlier crashed, pursued in fourth.

"I was actually ahead of both Scott (Plessinger) and Duane in the back portion of the sand quarry, but I fell and everyone went by me," said Summers. "I managed to work my way back into the lead by the second lap, but on the next lap, I hit a stump, or root, with my foot, which caused it to go numb. I decided to cruise and stay in the hunt."

Plessinger and Conner continued to bang handlebars for the lead, while Summers moved into third and loomed 30 seconds back of the leaders waiting for something to happen. In the meantime, Lojak had dropped back to about a minute behind Summers in fourth.

"My bike just wasn't set up right for the deep sand," said Lojak.

The sand began to take its toll on other bikes, including Plessinger's KTM.

"It started to run very badly and I came into the pits to change the air filter," said Plessinger. "I went back out, caught back up to Duane, diced with him for a couple of laps, only to crash my brains out in the woods over some roots on the sixth lap. I tried

to go on, but I had a hard time breathing, so I decided to call it a day. It's too bad, too. I finished second last weekend at Buckhannon, so I figured I was on the comeback trail after my injury (a hyper-extended knee) in April."

Conner's Kawasaki began running foul as well. According to Team Green wrench Greg Quador, "When Duane went by on the next-to-last lap, he was shaking his head and his engine didn't sound very healthy. Soon after that, the bike seized up solid and was full of sand."

Conner said, "The bike ran beautifully until about the end of the fifth lap, when it began to lose power. I tried to nurse it home but to no avail. I thought we had an excellent shot at the overall."

After the misfortunes of both Conner and Plessinger, Summers moved back into the lead on lap seven, which he would hold comfortably to the end.

"At about the midpoint of the race," said Summers, "I was only 35 seconds down on Duane and Scott (Plessinger), so I feel I could've reeled them in — who knows? It could've been a really interesting race. Anyway, I'll take the win either way. With the win and Duane's misfortunes, I've got a pretty substantial points lead now. I've got three wins, a second and third. It feels pretty good to have such a good points lead. Since my luck hasn't been so good in the Grand National Cross Country Series, I'm going to start concentrating on that series now."

Cunningham also took advantage of Plessinger's and Conner's misfortune and settled into second overall.

"I just tried to stay constant," said Cunningham, who is seeking his first National Hare Scrambles win of the season. "I fell on the first lap when I tried to avoid Summers' crash. When I got going again, I realized that I wasn't going to catch the leaders, so I just cruised around hoping for a mistake by the leaders. I need some good finishes because I'm not doing too well in this series."

Bennett crossed the finish line in third close behind Cunningham.

"I've never passed so many riders in one event," said Bennett. "The thumper (Honda XR600) was a blast to ride, but if I knew about all the sand earlier, I probably would've brought my CR instead. The dust was a little bit of a problem, but everyone had to deal with it, so all in all, it was a good fun ride. I hope the momentum continues in the National Enduro Series."

Fourth overall finisher Lojak said, "I crashed hard over some roots. I didn't know where I was for a second or two, so I just sat there to shake the cobwebs out and regain my composure. The bike got to be a little bit of a handful to control because of the deep sand. I'm happy to have finished at all, so I'll take fourth, no problem."

Last year's Blackwater 100 winner Tom Norton had a heartbreak ride, as he screamed his factory-backed KTM 125 into second place on the last lap. Unfortunately for Norton, though, his chain guide broke, which led to him being sidelined.

"I went through the barrels on the last lap," said Norton. "I had second sewn up, but the chain guide fell off, which caused my chain to twist all up in the motor. I'm disappointed, but not for myself, but for all my friends who cheered me on all around the course." CN

Results

O/A: 1. Scott Summers (Hon); 2. Terry Cunningham (Kaw); 3. Kevin Bennett (Hon); 4. Ed Lojak (ATK); 5. Brad Simeon (Hon); 6. Paul Millacan; 7. Scott Phelps; 8. Dave Gunn; 9. Todd Stavens; 10. Chris Chrispon.

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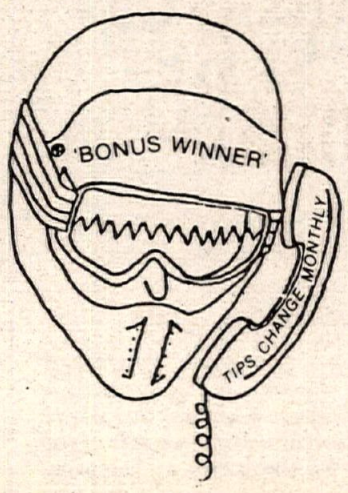

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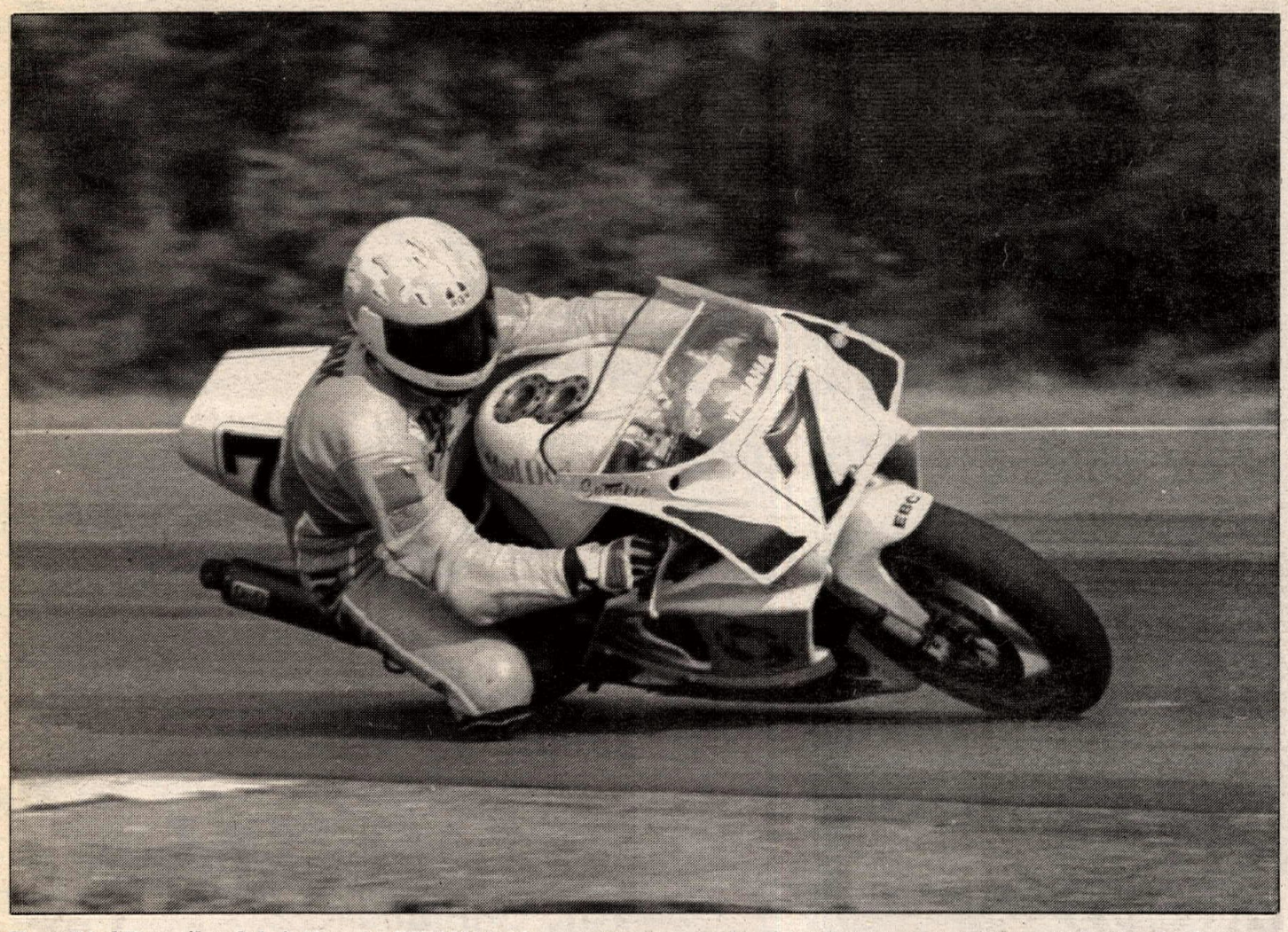
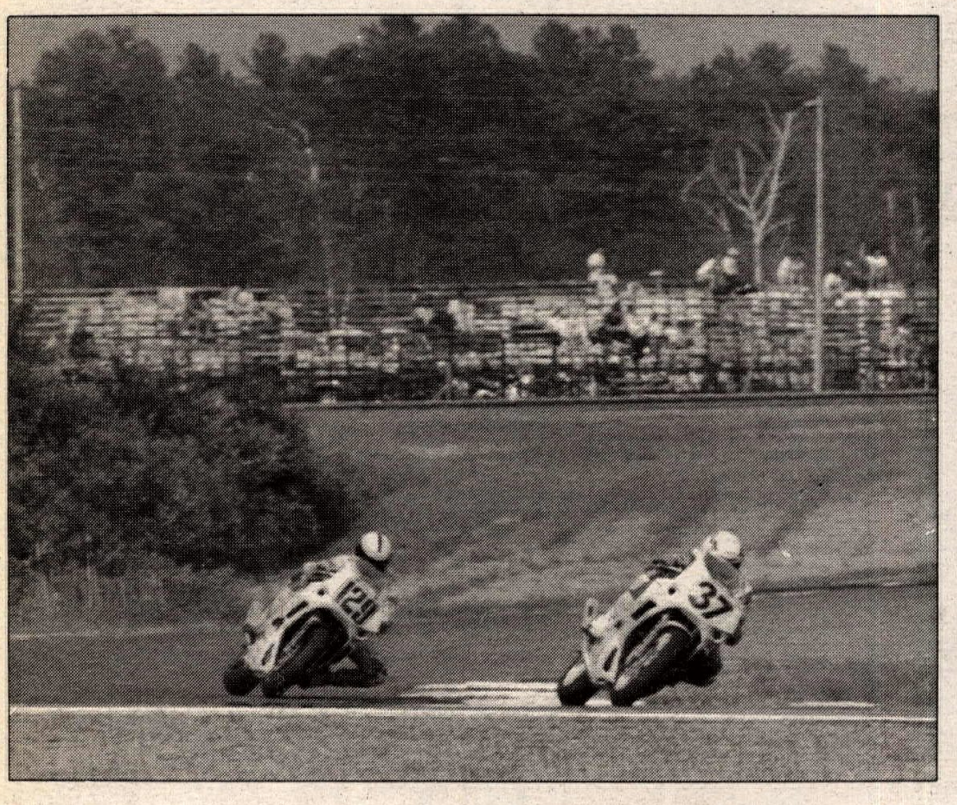
BONUS

ROAD RACE AMA/CCS EBC Brakes Endurance Championship: Round 2



Team Mad Dog piloted their Yamaha FZR1000 to the overall win at Brainerd, and took control of the series points lead.

Team K&N (129) passed Team Toomer (37) for the GTU class win.



Mad Dog gets revenge in Brainerd

By Paul Carruthers

BRAINERD, MN, JUNE 8

Team Mad Dog's Mike Harth and Rick Kirk may have only been able to hold the winner's trophy at Daytona, but at Brainerd they got to take it home.

Three months after being teased by a winner's circle celebration where they were proclaimed the winner of the first round of the series at Daytona, only to find out later that a scoring snafu was made and they had really only finished second, Mad Dog finally were able to avenge the loss to their rivals Dutchman Racing.

And they did it in style, averaging 97.993 mph for the three-hour race held in conjunction with the World Championship Superbike Series at Brainerd International Raceway. Making the victory even sweeter for Mad Dog was the fact that Dutchman Racing I could only muster a seventh-place finish, giving the Yamaha FZR1000-mounted team the points lead over Dutchman Racing, 37-29.

Second place at Brainerd went to the Yamaha-mounted team of Gold Hill Racing. Piloted by John Hopperstad and Christian Gardner, Gold Hill stayed consistent throughout the race, running fourth early on, moving to third at the halfway mark and then moving into the runner-up spot with the demise of The Human Race Team on the 60th lap.

Third place overall went to Dutchman Racing II, the second Suzuki GSXR in the Dutchman stable, in the capable hands of Fabian Cortez and James Schaeffer. Minnesota-based Northstar Racing, with John Jacob and Gary Lenzmeier handling the riding chores, finished fourth overall on their home racetrack ahead of fifth-placed Yamaha of Jacksonville's Danny Roberts and Kevin Rentzell.

The 600cc-based GTU class was won by the flying McDonald brothers Sam and Phil on their Team K&N Yamaha FZR600. The win was well-earned with the Oklahoman duo completing 93 laps, but it came after early leaders Team Toomer, on their brand new Kawasaski ZX600, ran out of fuel. Toomer's Glenn Barry and Michael Barnes recovered from the miscue to finish second in class and 13th overall with 92 laps.

Third place in GTU went to the Texas-based team of Myers & Prussiano Racing with Team America GTU and Big City Racing rounding out the top five finishers in class.

Harth put Mad Dog in the lead off the start, turning lap times in the one-minute, 46-second range with the Dale Quarterley led, Bimota-mounted Human Race team running second.

Rivals Dutchman Racing I, meanwhile, were parked on the outside of turn one on the opening go-around. First year teammster Robert Wright had apparently knocked the kill button off, and he lost a lap while trying to find the problem. The team of Wright and Mario DuHamel would valiantly fight their way up to seventh overall, but it was a disappointing day for the defending class champions.

"We managed to salvage something out of it," team manager Dave Schlosser said. "We think that he (Wright) must have hit the kill button."

So at the 30-minute mark of the three-hour race, Mad Dog led the Humans, Yamaha of Jacksonville, Gold Hill and Dutchman II. In the GTU ranks, Team Toomer had their new Kawasaki up to 10th overall and led K&N Racing, who were engrossed in a fight with Northstar GTU for second place and 12th overall.

At the one-hour mark, Quarterley had the Humans in the lead, but they hadn't pitted yet. Mad Dog was second with Dutchman II up to third ahead of Gold Hill and Northstar Racing. K&N held the GTU lead, and eighth overall, with Toomer 12th overall and still second in class. By this time, Northstar GTU was out of the running after their Yamaha FZR600 snapped a throttle cable.

By the halfway mark, Mad Dog was back in control, having completed 50 laps. The Humans were second and Gold Hill was up to third, after passing Dutchman II. K&N had pulled clear of the GTU pack, with Toomer falling back to fourth in class after running out of gas. Second place was now held by Team America GTU, who were being chased down by Myers & Prussiano.

On the 60th lap, just prior to the two-hour mark, The Human Race Team dropped out of the running. Tommy Douglas handed the bike over to Quarterley, who quickly diagnosed a dropped valve and instantly rode the bike behind the pit wall.

"It's too bad because it was getting back to being good like a few years ago — a three-hour sprint race," Quarterley said. "We were happy with the way the bike was handling. It was just a case of if we ran 'em down, we ran 'em down. If not, we were going to finish second."

With the Humans out of the running, Mad Dog was able to coast in, changing their Michelin tires three times en route to the victory, although the last one was more for pit crew practice than anything else. With an hour to go the team led Gold Hill by a lap, a margin of victory they were able to hold to the finish.

Dutchman II moved up to third overall with the demise of the Humans with Northstar Racing and Yamaha of Jacksonville rounding out the top five. Those results wouldn't change in the final hour with Dutchman II being the only team to make a significant jump in the standings in the final hour, emerging from 10th to finish seventh.

Team Toomer was still fourth in the GTU class with an hour to go, but they too would move forward, passing Team America and Myers & Prussiano in the final hour to finish second.

"The bike works real good," Barnes said of Toomer's new Kawasaki. "It's real fast."

At the two-hour-and-27-minute mark, Mad Dog's Harth pitted and gave the bike to Kirk for the final half hour.

"We got all the *&¢% out the first hour and a half," a fired-up Harth said. "Let the light shine on us for awhile.

They (Dutchman Racing) have had some good luck. The first hour we set a real good pace. I thought we'd work it all out in the pits. Dale (Quarterley) was right there. We didn't really need the last tire — maybe the guys wanted the practice."

"It was a pretty uneventful race for us," a happy crew chief Vic Fasola said.

K&N Racing had one dramatic moment en route to the win, and it meant a little extra time in the saddle for Sam McDonald: "I got spooked," Phil McDonald said. "I was passing two guys in (turn) one and it let go. The next thing I know I'm in the grass. I thought to myself, 'this is why I quit racing a long time ago.' I came in and gave it to Sam. We ended up stopping twice because of that, and we only planned on stopping once. Sam won the race for us."

Sam McDonald summed up the K&N team when he said in the winner's circle: "We've led every one we've entered and we've won every one we've finished."

Motorcyclist magazine associate editor Lance Holst was another who spent a little extra time in the saddle. Holst had told his riding partner Thomas Stewart to hold the AGV Sport Honda CBR600 wide open through turn one, but the method scared Stewart enough that he didn't want to go back out. Holst ended up riding the bike for two and a half hours, and the team finished ninth in the GTU class.

Walker, who rode on the second-placed Gold Hill squad despite having a broken ankle, said: "We weren't real sure, but I wanted to ride. We just wanted to get points. We only used one tire and we're real happy with the result."

Results

OVERALL: 1. Team Mad Dog (Yam); 2. Gold Hill Racing (Yam); 3. Dutchman II (Suz); 4. Northstar Racing (Yam); 5. Yamaha of Jacksonville (Yam); 6. Team O.T.S. (Hon); 7. Dutchman Racing (Suz); 8. Lucky Dog Racing (Suz); 9. Team Good Times Accessories (Kaw); 10. Northwest Racing (Suz); 11. K&N Racing (Yam); 12. Sawvel Racing (Suz); 13. Team Toomer (Kaw); 14. Myers & Prussiano (Hon); 15. Team America GTU (Yam); 16. Fastline-MCM Racing (Suz); 17. Big City Racing (Kaw); 18. Hornblower Racing (Hon); 19. Wey'N'T (Yam); 20. Team Cycle Sport (Yam); 21. AGV Sport (Hon); 22. Yamaha of Jacksonville (Yam); 23. Those Guys Racing (Yam); 24. Wildcat Racing (Yam); 25. Poor Boys Racing (Hon); 26. Lanin Racing (Yam); 27. Team America (Suz); 28. Echo Racing (Suz); 29. Team Magic II (Yam); 30. Team Magic (Yam); 31. The Human Race Team (Bim); 32. D.O.A. Racing (Suz); 33. Top Line GTU (Hon); 34. Keystone Racing (Suz); 35. Team Clean (Suz); 36. Northstar GTU (Yam); 37. Team R.E.S. (Suz); 38. Rice Burner Racing (Suz); 39. Faster Foster Racing (Hon).

Time of Race: Three hours.

Average Speed: 97.993 mph.

Margin of Victory: One lap.

GTU: 1. Team Mad Dog (Yam); 2. Gold Hill Racing (Yam); 3. Dutchman Racing II (Suz); 4. Northstar Racing (Yam); 5. Yamaha of Jacksonville (Yam); 6. Team O.T.S. (Yam); 7. Dutchman Racing (Suz); 8. Lucky Dog Racing (Suz); 9. Team Good Times Accessories (Kaw); 10. Northwest Racing (Suz); 11. Sawvel Racing (Suz); 12. Fastline-MCM Racing (Suz); 13. Team America (Suz); 14. Echo Racing (Suz); 15. Team Magic (Yam).

GTU: 1. K&N Racing (Yam); 2. Team Toomer (Kaw); 3. Myers & Prussiano (Hon); 4. Team America GTU (Yam); 5. Big City Racing (Kaw); 6. Hornblower Racing (Hon); 7. Wey'N'T (Yam); 8. Team Cycle Sport (Yam); 9. AGV Sport (Hon); 10. Yamaha of Jacksonville (Yam); 11. Those Guys Racing (Yam); 12. Wildcat Racing (Yam); 13. Por Boys Racing (Hon); 14. Lanin Racing (Yam); 15. Team Magic II (Yam).

GTO CLASS POINT STANDINGS: 1. Team Mad Dog (37); 2. Dutchman Racing (29); 3. Yamaha of Jacksonville (26); 4. Gold Hill Racing (17); 5. Team America (16); 6. Dutchman II (15); 7. Northstar Racing (13); 8. Team R.E.S. (11); 9. (TIE) Keystone Racing/Team O.T.S. (10); 11. Team Excel (9); 12. (TIE) Northwest Racing/Lucky Dog Racing/BS Racing (8); 15. (TIE) Team Good Times Accessories/Island Boys Racing (7); 17. Arnold Ziffel Racing (6); 18. (TIE) Sawvel Racing/Riverside Kawasaki (5); 20. (TIE) Fastline-MCM Racing/Cox Racing (4); 22. Anderson Racing (3); 23. Echo Racing (2); 24. (TIE) Team Magic/VWR Road Racing (1).

GTU CLASS POINT STANDINGS: 1. Team Toomer (37); 2. Team America GTU (22); 3. K&N Racing (20); 4. Northstar GTU (17); 5. Those Guys Racing (16); 6. (TIE) Myers & Prussiano/Hornblower Racing/Skat Racing (15); 9. (TIE) Yamaha of Jacksonville/Elin Racing (13); 11. Big City Racing (11); 12. DC Racing (10); 13. Wey'N'T (9); 14. (TIE) Team Cycle Sport/Team Swine Dudes (8); 16. AGV Sport (7); 17. (TIE) Wildcat Racing/Team Hansen (6); 19. Team N.O.S. (4); 20. (TIE) Poor Boys Racing/Team Charm(3); 22. Lanin Racing (2); 23. (TIE) Team Magic II/See Ya Racing (1).

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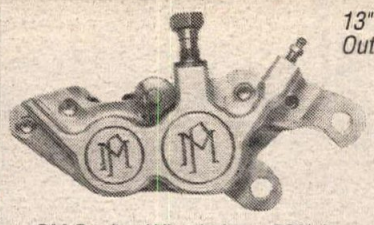

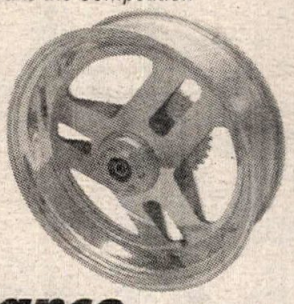

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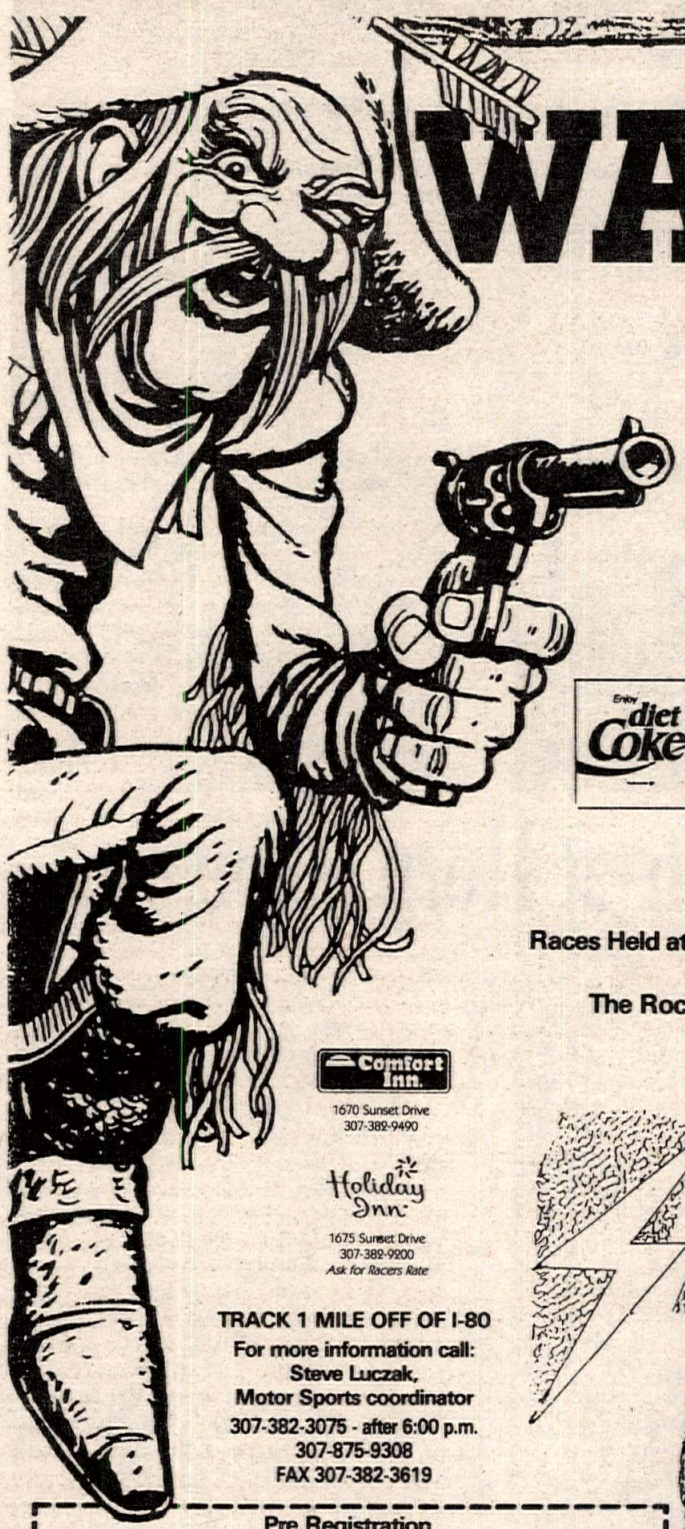

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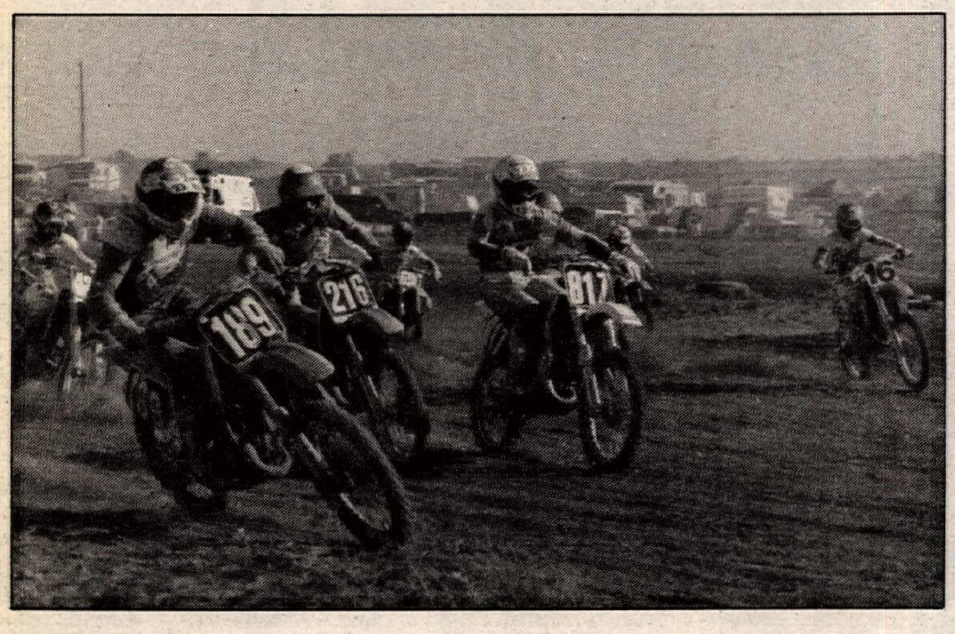
MOTOCROSS 6th Annual CMC Pac-West Nationals: Round 1

Jamie Munson (77) grabbed the holeshot ahead of Scott Steffy (420) and Chaun McAlister (425) in the first 250cc Pro moto.

Jason Norton (189) led Shawn Waring (817) in the 125cc A class.



Ryan Huffman won three out of four Intermediate classes.

McAlister mows 'em down at Horn Rapids

By Don Schneider

RICHLAND, WA, JUNE 1-2

Chaun McAlister smoked to the overall win in the 125cc Pro class at Horn Rapids ORV Park. McAlister used consistent 1-2 scores to top Lance Smail's 3-1 finishes. In his debut Pro race, Danny Ulven posted 2-3 scores to earn third overall.

As the gate fell in moto one, it was Ulven out front. Jamie Richardson, McAlister and Brett DeVries chased Ulven through the first few turns. On lap one, McAlister and DeVries hammered past Whipple and set out after Ulven. Close behind, Steve Oster, Scott Steffy and Lance Smail argued for position. On lap three, Ulven maintained his lead over McAlister, who had stuffed past Richardson for second. A lap later, Ulven hit a hole and flew off the track, allowing McAlister to scoot by. On the same lap, DeVries powered past Richardson for third, and set his sights on Ulven. Although Ulven made repeated attempts to retake the lead, McAlister crossed the finish line first. Ulven, DeVries and Smail rounded out the top four.

Ralph Dunlap gated perfectly in the second moto, and led McAlister and Ulven through the first turn. Smail forced Ulven off the track in turn two and took over third, while Ulven rejoined the race in fifth. Smail smoked past McAlister and Dunlap in a set of tight turns in the far section of the track and assumed the lead. On lap four, Ulven passed Larson in a turn and went after DeVries. Time ran out however, and Ulven settled for third place, behind McAlister and DeVries.

Ron Allen sped off the line in the first 250cc Pro moto, ahead of Steffy, Oster, Jamie Munson and McAlister. On lap two, Steffy stuffed Allen for the lead, but was soon passed by Oster, who had also smoked past Allen. DeVries passed Allen on the last lap. Oster scored the moto win ahead of Steffy, DeVries and Allen.

Jamie Munson ripped off the line in the second moto, with Steffy, Allen, Oster and Nelson in tow. Within half a lap, Oster had passed both Allen and Steffy, but Munson was long gone. Nelson passed Allen on the second lap, but from there the positions remained unchanged. Munson greeted the checkered flag first, ahead of Oster, Nelson and Allen.

Mike Larson led the Open Pros off the line in the first moto. Smail, Oster and Munson trailed Larson, and it wasn't long before Smail took over the point position. Smail pulled out to a comfortable three-second lead, and was never seriously challenged. Larson held on to second place, ahead of Steffy.

The second moto saw Munson grab the holeshot and go wide in the second turn. Smail scooted under Munson and romped off to another win. Larson moved past Munson on lap three, but could do little to reel in Smail. Smail scored the win ahead of Larson, Holt, Boesplug and Allen.

Ryan Huffman timed the gate perfectly in the opening 250cc Intermediate moto, and sped off to an uncontested win. Second place finisher Jason McCormick was the only rider that could keep Huffman in sight. Lollicott, Myer, Mike Greenwood and Koehn exchanged places throughout the race, but it was Koehn who scored third place at the finish line.

Huffman duplicated his first moto holeshot in the final round, and again pulled out to a commanding lead. McCormick garnered second place honors, while Shawn Highland finished a strong third, ahead of Tony DeVries and Greenwood. CN

Results

SATURDAY

P/W STK: 1. Travis Howard (ITJ); 2. Travis Taylor (Yam); 3. Keith Ford (ITJ).
P/W MOD: 1. Travis Howard (ITJ); 2. Travis Taylor (Yam); 3. Dallas Stewart (Yam).
P/W: 1. Ben Zalud (Hon); 2. Jacob Morse (Yam); 3. Danny Graham (Hon).
60 0-8: 1. Jason Zulkhe (Kaw); 2. Nicholas Galpin (Kaw); 3. Patrick Wheeler (Kaw).
60 9-11: 1. Eric Williams (KAw); 2. Tyler Kaverny (Kaw); 3. Brandon Stafford (Kaw).
80 OPEN: 1. Jessy Williams (KAw); 2. Jerome Armstrong (Kaw); 3. Phil Johnson (Hon).
80 BEG: 1. Jeramie Holmes (Suz); 2. Tony Howard (Hon); 3. Eric Williams (Kaw).
80 JR: 1. Brian Downing (Kaw); 2. Cam Phillips (Suz); 3. Brian Martin (Hon).
80 B/W: 1. Scott Helgeson (Kaw).
80 INT: 1. Jessy Willimas (Kaw); .2 Stan Sloboda (Suz); 3. Mike Ulven (Kaw).
125 BEG DIV 1: 1. Josh Carlson (Suz); 2. Dean Spears (Kaw); 3. Kiff Covbert (Kaw).
125 BEG DIV 2: 1. Rod Bryant (Hon); 2. Shannon Starbard (Hon); 3. Kory Ellis (Suz).
125 JR DIV 1: 1. Jeff Edison (Hon); 2. Kenny Pray (Yam); 3. Monty Harris (Hon).
125 JR DIV 2: Eric Waunch (Hon); 2. Jared Schramneck (Suz); 3. Michael York (Hon).
125 INT: 1. Jason McCormick (Hon); 2. Ryan Huffman (Hon); 3. Brent Wurtz (Suz).
125 PRO: 1. Chaun McAlister (Suz); 2. Lance Smail (Suz); 3. Danny Ulven (Kaw); 4. Brett DeVries (Suz).
250 BEG: 1. Jon Lagasse (Suz); 2. Arlo Irby (Hon); 3. Dean Spears (Yam).
250 JR DIV 1: 1. Ryan Leath (Suz); 2. Tom Crews (Kaw); 3. Darren McLaughlin (Hon).
250 JR DIV 2: 1. Jeff Bailey (Hon); 2. Charles Downing (Suz); 3. Ron Ray (Suz).
250 INT: 1. Ryan Huffman (Hon); 2. Jason McCormick (Hon); 3. Casey Hobeman (Hon).
250 PRO: 1. Steve Oster (Hon); 2. Scott Steffy (Suz); 3. Jamie Munson (Hon).
OPEN BEG: 1. Joe Malich (Hon); 2. Jim Newton (Hon); 3. Rob Alrofd (Kaw).
OPEN JR: 1. Ron Ray (Hon); 2. Martin Webberly (KAw); 3. Troy McPike (Hon).
OPEN INT: 1. Brett Bierek (ATK); 2. Jari Heinonen (Hon); 3. Roby Leach (Hon).
OPEN PRO: 1. Lance Smail (Kaw); 2. Mike Larson (Hon); 3. Jamie Munson (Hon).
BTH: 1. Brett Bierek (ATK); 2. John Sturtvant (Yam); 3. Pat Henry (Kaw).
UTH JR: 1. Martin Webberly (Kaw); 2. Ted Burleson (Hon); 3. Bill Whites (Suz).
UTH INT: 1. Eric Patter (Hon); 2. Doug Orkney (Yam); 3. Michael Williams (Hon).
VET JR: 1. Randy Thompson (Hon); 2. Steve Zike (Hon); 3. Jacob Olin (Suz).
VET INT: 1. Rick Weidman (Hon); 2. John Patterson (ATK); 3. Mike Boyce (Yam).
VET MSTR: 1. Jari Heinonan (Hon); 2. Alan Evans (Yam); 3. Red Cook (Hon).
VET PRO: 1. Warren Hickman (Hon); 2. Don Schneider (Hon); 3. Rick Howard (Yam).
OT JR: 1. Tom Munson (Hon); 2. Bill Rasmussen (Hon); 3. John Mesling (Hon).
OT INT: 1. Gary Highland (Hon); 2. John Murphy (Kaw); 3. Eric Brown (Hon).
OT MSTR: 1. Jim Lamkin (Hon); 2. Ken Hodson (Kaw); 3. Bob Leach (Hon).
WMN: 1. Lavon Gordon (Hon); 2. Carol Williams (Hon); 3. Sherrin Blankenbaker (Kaw).

SUNDAY

P/W STK: 1. Travis Howard (ITJ); 2. Travis Taylor (Yam); 3. Doug Ask (ITJ).
P/W MOD: 1. Travis Taylor (Yam); 2. Jason Zuhlke (Yam); 3. Travis Howard (ITJ).
P/W: 1. Jacob Morse (Yam); 2. Ben Zalud (Hon); 3. Danny Graham (Hon).
60 0-8: 1. Jason Zuhlke (Kaw); 2. Nicholas Galpin (Kaw); 3. Patrick Wheelock (Kaw).
60 9-11: 1. Jordan Sumpler (Kaw); 2. Tyler Kavaney (Kaw); 3. John Palmer (Kaw).
80 OPEN: 1. Jessy Williams (Kaw); 2. Jerame Armstrong (Kaw); 3. Phil Johnson (Hon).
80 BEG: 1. Tory Howard (Hon); 2. Chris Johnson (Kaw); 3. Eric Williams (Kaw).
80 JR: 1. Brian Downing (Kaw); 2. Brian Martin (Hon); 3. Denny Dewell (Kaw).
80 B/W: 1. Scott Helgeson (Kaw).
80 INT: 1. Shane Heberlein (Suz); 2. Jessy Williams (Kaw); 3. Cory Bauder (Kaw).
125 BEG DIV 1: 1. Dean Opears (Kaw); 2. Todd Mosteller (Suz); 3. Joshua Bruce (Suz).
125 BEG DIV 2: 1. Kiff Covert (Kaw); 2. Lance Chapman (Hon); 3. Josh Carlson (Suz).
125 JR DIV 1: 1. Jeff Boe (Suz); 2. Dan Tuengel (Suz); 3. Brian Webb (Suz).
125 JR DIV 2: 1. Vylam Nguyen (Suz); 2. Michael York (Hon); 3. Kerry Pray (Yam).
125 INT: 1. Ralph Huffman (Hon); 2. Jason McCormick (Hon); 3. Jason Klubben (Kaw).
125 PRO: 1. Chaun McAlister (Suz); 2. Steve Osler (Hon); 3. Scott Steffy (Suz).
250 BEG DIV 1: 1. Kenneth Lynn (Yam); 2. Gary Bren (Hon); 3. Tony Sawyer (Hon).
250 BEG DIV 2: 1. Arlo Irby (Hon); 2. Jon LaGasse (Suz); 3. Joe Malich (Hon).
250 JR DIV 1: 1. Tom Crews (Kaw); 2. Ron Ray (Suz); 3. Darren McLaughlin (Hon).
250 JR DIV 2: 1. Ryan Leach (Suz); 2. Jeff Bailey (Hon); 3. Josh Gill (Yam).
250 INT: 1. Ryan Huffman (Hon); 2. Jason McCormick (Hon); 3. Joe Greenwood (Suz).
250 PRO: 1. Steve Oster (Hon); 2. Scott Steffy (Suz); 3. Chaun McAlister (Suz).
OPEN BEG: 1. Joe Malich (Hon); 2. Jim Newton (Hon); 3. Jon Smith (Hon).
OPEN JR: 1. Eric Knudson (ATK); 2. Travis Thornton (Hon); 3. Troy McPike (Hon).
OPEN INT: 1. Roby Leach (Hon); 2. Jari Heindman (Hon); 3. Eric Potter (Hon).
OPEN PRO: 1. Mike Larson (Hon); 2. Ted Holt (Hon); 3. Ron Allen (Hon).
BTH: 1. Brett Beirek (ATK); 2. Pat Henry (Kaw); 3. Dave Chamberlain (Suz).
UTH INT: 1. Michael Williams (Hon); 2. Eric Potter (Hon); 3. Doug Orkney (Yam).
UTH JR: 1. Mike Raulenberg (Suz); 2. Bill Whites (Suz); 3. Martin Webberly (Kaw).
VET JR: 1. Bryan Lynn (Yam); 2. Steve Zike (Hon); 3. Randy Thompson (Hon).
VET INT: 1. Rick Weidman (Hon); 2. Lars Trulson (Hon); 3. Mike Boyce (Yam).
VET MSTR: 1. Jari Heinoman (Hon); 2. Ted DeVol (Suz); 3. Tom Dougherty (Hon).
VET PRO: 1. Warren Hickman (Hon); 2. Mark Ohlberg (Kaw); 3. Don Schneider (Hon).
OT JR: 1. Tom Munson (Hon); 2. Bill Rasmussen (Hon); 3. John Meusling (Hon).
OT INT: 1. Fred Parton (Hon); 2. Gary Highland (Hon); 3. Al Anderson (Yam).

Joe McCormick (69) leads the pack at the start of a 250cc Sportsman moto. McCormick was the Amateur division winner while Gary Beyer (42) topped the Expert division.

Mann, Beyer score Steve McQueen Memorial wins

By Clay Light

EUGENE, OR, JUNE 9

Dick Mann scored one overall win while Gary Beyer scored a pair of wins at the 6th Annual Steve McQueen Memorial Vintage MX at Emerald Raceway.

Beyer, riding a Honda CR250, won the 250 and 500cc Sportsman Expert classes, while Mann won the Premiere 500cc Expert class.

The event, co-sponsored by AHRMA and the Eugene Motocross Park, enjoyed phenomonal success, drawing the largest contingent of riders and spectators thus far in its six-year existence. Also involved was the Christian Classic Bikers' Association, mainly due to the fact that shortly before his death McQueen became a Christian. Riders were on hand from Washington, Oregon, California, Idaho and Nevada. The majority, however, were Californians, vying for series titles in the seven-race series.

The first moto of the day pitted series heavyweights Duane Joice and Honda-mounted Kelly Owen in the Vet Expert class, which ran combined with the Intermediates in two waves. Joice rocketed into the lead in moto one with Owen, CZ rider John Handelin, Kawasaki rider Jon Derhammer, series newcomers Buck Murphy and Clay Light, and Californians Norm Bigelow and Marty Lukazewski in tow. Joice went on to win the moto aboard his Champion-framed Honda XL350-based machine, while Owen, Handelin, Derhammer and Bigelow, who gated poorly but rebounded late, filled the top five at moto's end.

In the Intermediate portion, former desert racing speedster Joe McCormick, riding a Can-Am, picked up a win ahead of CZ rider Stan Capps, Scott Russell, Mike Atkins and Dean Biddle.

Moto two saw Buck Murphy, who finished sixth in moto one, take the lead while Joice, Owen, Derhammer and Lukazewski filled the top five in the early portion of the race. Murphy, the former Team Can-Am, Penton and Rokon rider, did a sensational job of holding off Joice's advances and picked up the moto win. Joice, riding the Don Swearinger-sponsored Honda, finished second, which was good for the overall win, while Owen, Derhammer and Lukazewski followed.

McCormick came back to win moto two in the Intermediate class followed by Capps and Russell.

Mann, riding his Tribsa 500, rode two fantastic motos in the Premiere 500cc class, which like the majority of other classes in the day's program ran in combined Expert, Intermediate and Amateur configurations. Mann's win, however, didn't come as easily as usual for the two-time AMA Grand National Champion, as San Francisco's Pete Ford and Canyon Country, California's, Greg Owen gave Mann quite a run for his money in both motos. Mann crept away from Owen and Ford to pick up his first moto win of the day, but all the action waged behind the Richmond speedster. Owen and Ford battled all the way to the finish for second with Owen nabbing the spot aboard his BSA.

Owen nabbed the holeshot at the start of the second moto while Ducati rider Jerry Dewitt, Ford and Mann followed around the jump-lined, two-mile Mike Moats prepared course. Mann picked off both Dewitt and finally Ford and set out after Owen, catching Owen late in the moto. Owen slid out on the dry slick track and that's all Mann needed to take the lead and his only overall win of the day.

Mann also posted a good showing in the combined 40+/50+ class, but was this time facing stiff competition from Honda-mounted Don Swearinger. Swearinger and Mann had a battle royale in the first contest, but Swearinger picked up the win after holding Mann at bay. Following the duo across the finish line were 40+ winner Bill Row, riding a CZ 360 sidepiper, and Mike Tracy and John Geer.

Mann wasn't as fortunate in moto two, after pacing Swearinger for the first three laps, Mann was nowhere to be seen on lap four. This left Row in the show spot for the duration, while Tracy and Geer again followed across the finish.

"Allergies and dust were too bad of a combination," said Mann. "I just couldn't breathe and didn't want to make any mistakes. The bike's not very forgiving since it weighs 300 pounds."

"I really had a blast out there," said class points leader and overall winner Swearinger. "But I did have trouble the first lap of the second moto. They changed the track during halftime and I didn't know where I was going."

An overflow of 250s were on hand and made for one of the day's largest classes which saw a classic moto-one battle between Beyer and Kelly Owen in the Expert class. Owen got the nod in the first moto after the two went down in a heap, and Owen got rolling again first. Beyer finished second, while McCormick got the nod in the Amateur portion.

Moto two was all Beyer's. The local speedsteer shot off the line and was never seriously challenged to score his first of two overall wins on the day. Owen netted second while McCormick finished third.

Beyer, again riding his Honda 250, made a killing in the 500cc Sportsman Expert class motos, and it was much easier for the Salem, Oregon, rider to post the overall win after Joice, riding a '74 YX 360, encountered ignition problems and dropped back. That allowed Handelin, aboard a CZ, to finish second. Row posted a win in the amateur portion ahead of BSA rider Atkins and Biddle.

Joice was a no-show in moto two and made things much easier for Beyer, who beat Handelin and Row.

A horde of 125s were on hand, making for some sensational small-bore action. Scott Allen held off 125cc Expert class points leader Peter Urfer in a shoot-out in the second moto. Urfer, who won moto one, could not get around Allen and was relegated to second, while Greg Grouleff, who earlier won the 40+ Intermediate class, won the 125cc Intermediate portion.

Rickman-Triumph rider Steve Monger rode a magnificent second moto in the Premiere Open Twin class. Although Monger, a former AMA Class C Expert, was the lone Expert in the class, he came from way back to nab Greg Owen late in the second moto while Triumph rider Mike Middleton finished behind the two followed by John Ford. Owen's chances of beating Monger slipped through his grasp when the Rickman Triumph rider pulled off one lap before the finish.

"It looked checkered to me," said an embarrassed Owen at the finish. "I think I got the white flag twice," he added.

Montessa VR-mounted Karen Joice outrode Cindy Foster for the Women's class win. CN

Results

VET EX: 1. Duane Joice (Hon); 2. Kelly Owen (Hon); 3. Buck Murphy (Mai); 4. Jon Derhammer (Kaw); 5. Norm Bigelow (Hon).

VET INT: 1. Joe McCormick (C-A); 2. Stan Capps (CZ); 3. Scott Russell (Hon); 4. Mike Atkins (BSA); 5. Dean Biddle (CZ).

50+ INT: 1. Dick Stidham (Yam); 2. Rod Brasel (Bul); 3. Dean Knutson (Mai); 4. Don Burkin (Mai); 5. Randy Layme (Suz).

40+ INT: 1. Greg Gouleff (Hon); 2. Robert Piercy (Yam); 3. Robert Poole (BSA); 4. Jack Callinsky (Bul); 5. Klaus Hohman (BSA).

40+ NOV: 1. John Gulliford (Mon); 2. Bill Rianda (CZ); 3. Marshall Rose (BSA).

50+ NOV: 1. Phil Anderson (CZ); 2. Virgil Elings (Hon); 3. Marsh Runyon (H-D); 4. Kay Mann (Oss); 5. Bob Lindsey (BSA).

40+ EX: 1. Bill Row (CZ); 2. John Geer (BSA); 3. Mike Tracy (CCM); 4. Tom Mabry (CZ).

50+ EX: 1. Don Swearinger (Hon); 2. Dick Mann (BSA).

PREM 500 EX: 1. Dick Mann (BSA); 2. Peter Ford (BSA).

PRE 500 AM: 1. Greg Owen (BSA); 2. Eric Tucker (BSA); 3. Charles Standeford (BSA); 4. Jerry Dewitt (Duc).

500 EX: 1. Gary Beyer (Hon); 2. John Handelin (CZ); 3. Duane Joice (Hon).

500 AM: 1. Bill Row (CZ); 2. Mike Atkings (BSA); 3. Dean Biddle (CZ); 4. Robert Piercy (Yam); 5. Klaus Hohman (BSA).

125 EX: 1. Scott Allen (Hon); 2. Peter Urfer (Hon); 3. Norm Bigelow (Fab); 4. Clay Light (Hon); 5. Steve Pate (Hon).

125 AM: 1. Greg Grouleff (Hon); 2. Scott Russell (Hon); 3. Bill Glenn (Hon); 4. Aaron Hohman (Hon); 5. Erik Gertsen (Bul).

WMN: 1. Karen Joice (Mon); 2. Cindy Foster (Yam); 3. Carla Dewitt (Hon); 4. Alexis Skjellbred (CZ); 5. Barbara Gempler (Hon).

PRE L/W 1 EX: 1. Peter Ford (Gre).

PRE L/W 1 AM: 1. Peter Crutenden (BSA); 2. Michael Green (BSA); 3. Casey Callinsky (Oss).

250 EX: 1. Gary Beyer (Hon); 2. Kelly Owen (Hon).

250 AM: 1. Joe McCormick (C-A); 2. Scott Russell (Hon); 3. Verl Craig (CZ); 4. Joe Gisholt (Hus); 5. Doug Eckelman (Hon).

PRE L/W 1 NOV: 1. Phil Anderson (Mai); 2. W.D. Samstag (Gre).

PRE L/W 2 EX: 1. John Geer (BSA).

PRE L/W 2 AM: 1. Greg Owen (Bul); 2. Jud Oshier (Hus); 3. Jim Keech (Hus); 4. Eric Giertsen (Bul).

SPTSMN OPEN TW EX: 1. Steve Monger (Tri).

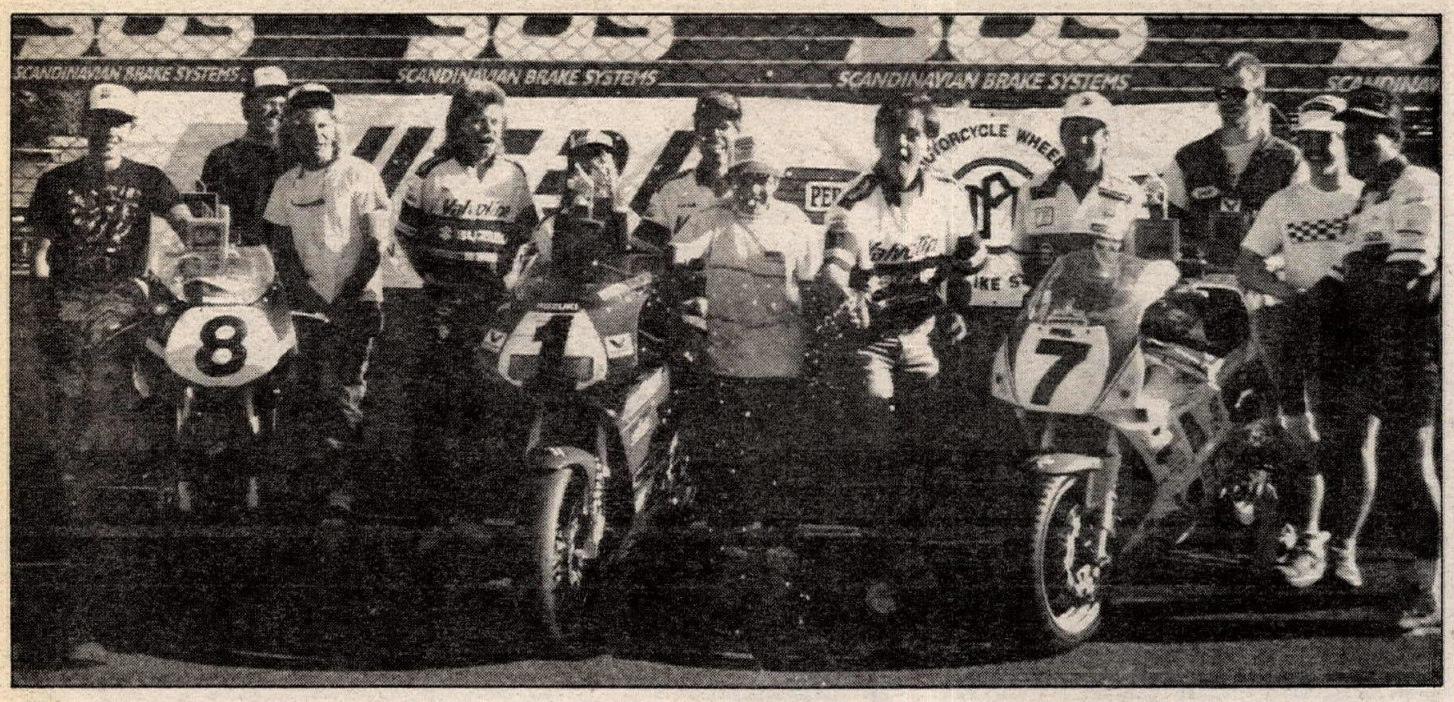
SPTSMN OPEN TW INT: 1. Mike Middleton (Tri); 2. John Ford (Tri); 3. Charles Misner (Tri).

SPTSMN OPEN NOV: 1. James McEvin (Tri); 2. Bill Rianda (Tri).

PRE OPEN TW INT: 1. Greg Owen (Ric); 2. Steve Hearney (BSA).

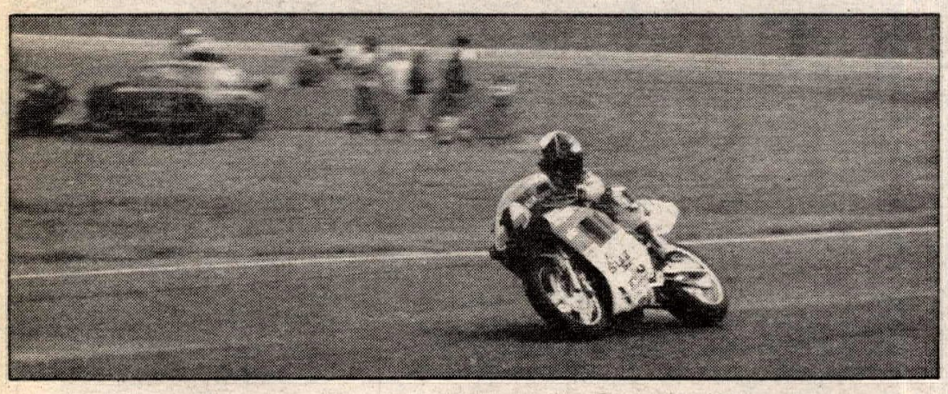
PRE OPEN TW NOV: 1. Marsh Runyon (H-D).

ROAD RACE SBS/PM WERA National Championship Endurance Road Race Series: Round 6



(Left to right) Team Lips, Team Suzuki Endurance and Force Racing celebrate their finishes in the winner's circle.

Team Suzuki Endurance overcame a leaky oil cooler to score the victory.



Team Suzuki Endurance rolls on

By Tom Stein

PORTLAND, OR, JUNE 8

Something had to happen. For five hours and 45 minutes, everyone on hand had watched and waited as the Team Suzuki Endurance GSXR1100 droned around Portland International Raceway. Team riders Kurt Hall, Michael Martin and Wes Cooley effortlessly clicked off lap after lap in the one-minute, 13-second range as the winningest team in WERA endurance road racing history cruised towards certain victory over a relatively slim 35-bike field.

Then, with only 15 minutes to go in the six-hour race, the blue and white machine began to pour smoke from somewhere inside its fairing and was the quick target of a black flag. Eight or 10 laps up — depends on who you asked — on the second place team, Team Lips, Cooley dove into the pits to see what could be done to get back on track before Team Suzuki Endurance's advantage disappeared. What he found was a leaking oil cooler that was spraying the slippery stuff onto the bike's hot exhaust system.

"I felt like a villian when I threw that black flag," said turn marshall John Christensen, "but you have to do what the tower tells you."

Cooley put the flagger at ease. "The turnworkers were really great and helped me out. I went by turn three and saw a guy holding an oil flag and wondered if he was looking at me. I looked down and saw the smoke, and about then I saw the black flag in turn five. 'Focus, Wes,' I thought to myself," Cooley said. "I just tried to motivate around to the pits, and hoped that we'd make it back out for the last few laps."

Make it back they did, re-entering the fray with about five minutes to spare, and holding off the Team Lips GSXR1100 to win with a four-lap advantage at the checkered flag.

Those several minutes in the pits were tense ones for the Team Suzuki Endurance crew as they had no idea of what was wrong or what to look for until Cooley's arrival. Tuner Keith Perry and team captain John Ulrich quickly had the bike's fairing off to inspect for damage and just as quickly found the buildup of smoking crud on the number four cylinder's exhaust header — directly under the offending oil cooler.

"We're lucky it was just the cooler and not a fitting or something where we'd have to take the whole thing apart to fix it," Ulrich said. "I hate this kind of drama."

The team also took a moment to replace a tired battery, confident that it would run the distance but at the same time fearful that it was too low to power the starter if more problems should develop on course. Once out of the pits, Cooley had to keep it running to win.

"It's a superstition thing," said Hall when asked about the problem. "You *never* load up before the race is over. One of the mechanics put something in the truck, and all of a sudden we're black-flagged."

Although they recognized the opportunity for an overall victory, the Team Lips riders — Avery Stewart, Kenny Reynolds and Peter Christensen — were more interested in their battle with the Heavyweight Production Yamaha FZR1000 of Force Racing.

"I wouldn't want to win that way," said Stewart. "I mean, I'll take any win I can get, but my real dream is to race Kurt Hall on evenly matched equipment and win heads up.

"We had a great race with Force Racing," Stewart continued. "We ran in fourth place for the first 20 minutes or so, right behind them. Peter was able to keep it on the same lap as (Force rider) Joe Pittman, and when I went out in the second hour, I was able to catch them."

Force Racing and Team Lips then continued to run very close. Although contesting two different classes, they raced for overall position. Lips rider Reynolds went off in turn three in the third hour and then fell at something like walking speed. Following a quick check by cornerworkers, Reynolds returned to the pits to repair a bent shifter and clutch lever.

"Force got by us during our pit stop," Stewart said. "But the damage was so minor that we got back out before they lapped us. Then, in the fifth hour, I was riding when all of a sudden the motor just died. I went around for a while with it cutting in and out like it was starving for fuel. Even though I knew it had lots of gas, I flipped the petcock onto reserve while I was in turn nine, and the power came on so hard it nearly flicked me off the high side."

Force, meanwhile, had problems of their own. "We would have held them (Lips) if it hadn't been for our long pit stop," said three-time OMRRA champ Joe Pittman, who was the team's guest rider. He was referring to a relatively late and lengthy stop to replace the big Yamaha's front brake pads. The precious moments lost in the pits cost Force the number two spot in the winner's circle, but did not affect their position in class.

"It was a fun race, and I got along really well with the other guys on the team," said Pittman. Ron Crum and Rick Pagniano, the other riders, were great. They just called me up and asked me if I wanted to ride with them. It's still really early, and it's all just verbal at this point, but we talked about pooling our resources and running the whole WERA series together in '92."

While the drama played out among the overall leaders, a similar situation developed at mid-pack for top honors in the Middleweight Production class. Eventual class winner Arclight Racing led every hour, but was also faced with unexpected time spent in the pits. Their Honda CBR600, piloted by Ben Roeder, Tony Tugwell and Charles Warren, was sent to the pits with moderate damage when Roeder dropped it in turn three in the fourth hour, allowing the CBRs of Cannon Racing and Cycle Country of Salem to move perilously close.

"We lost 18 minutes in the pits, not counting the time I spent down on turn three," Roeder said. "We had planned on going another hour on that rear tire, but I guess we really learned a lesson, 'cause it just shredded. I was going through turn three when all of a sudden the back end came around and I was on the ground. Just that quick."

Those 18 minutes in the pits meant everything for Cannon and Cycle Country as they suddenly had a chance to place catch-up on the leader. Then, a lengthy stop by Cannon allowed third place Cycle Country to move into second position in class in the fifth hour. But Cycle Country also had problems of their own.

"On one of our first pit stops, I noticed that we'd lost the clip on the master link," said Cycle Country's Andy Crane. "Then, in the last hour, the front brakes went away completely and I could only use the rear."

That explained why Crane and his teammates, Ralph Yenne and Mark Mathhews, could urge their Honda to do little better than a 1:30 lap time during the final hour, some 10 seconds off the class pace. It kept them from catching the Arclight team, but was sufficient to keep the Salem, Oregon-based team one place ahead of Cannon at the finish.

"Man, we're pumped," said Crane as he accepted the trophy for the team's only WERA outing this season. Crane thanked Cycle Country Honda/Suzuki of Salem and Mike's Cycle Parts for their assistance. Susan Warren, Arclight Racing's crew chief thanked sponsors including Motul, Shoei, Dunlop, Barnett, Factory Racing and All American Honda of Santa Cruz, California.

Members of Team Suzuki Endurance thanked sponsors Suzuki, Valvoline, Dunlop, Kerker, EMGO, SBS, Tsubaki, Arai, Sunstar, F&L, Bates, Performance Machine, Fox and Cosworth. Team Lips, in their first-ever visit to the overall winner's circle, thanked Cycle Racer, Kal-Gard, Suspension By Jake, and SBS for their support. Force Racing is sponsored by Vanson, Motul, 7-Up, Dunlop, Fox, RK Chain, and EBC Brakes. CN

Results

O/A: 1. Team Suzuki Endurance (Suz); 2. Team Lips (Suz); 3. Force Racing (Yam); 4. Long Beach Yamaha (Yam); 5. Twist & Shout (Suz); 6. Team Pasta of Marin (Yam); 7. Three Men & A Bike (Yam); 8. Green Extreem (Kaw); 9. Danco/Pettibon Racing (Yam); 10. Hot Licks Racing (Yam); 11. Loe Saare Body Shop (Yam); 12. Team Hawaii (Yam); 13. Arclight Racing (Hon); 14. Brisco Racing (Yam); 15. Team Belchfire (Yam); 16. Team Belchfire II (Yam); 17. Cycle Country of Salem (Hon); 18. Sass Racing (Yam); 19. Team Hawaii Too (Hon); 20. Cannon Racing (Hon); 21. Hi Hopes (Yam); 22. N.S.F. Racing (Suz); 23. Team Extreme (Hon); 24. Thunder Struck Racing (Yam); 25. Madness Racing (Yam); 26. M&R Racing (Kaw); 27. Renfrow/Littlejohn Racing (Kaw); 28. Double E Racing (Suz); 29. Lickitysplit Racing (Suz); 30. Nic Lake Auto Racing (Suz); 31. Flashlight Racing (Yam); 32. Everett Suzuki Road Warriors (Suz); 33. Top Flight Racing (Kaw); 34. Team Spud (Hon); 35. Team Torco (Yam).

H/W S/BK: 1. Team Suzuki Endurance; 2. Team Lips; 3. Renfrow/Littlejohn Racing; 4. Double E Racing; 5. Nic Lake Auto Racing.

H/W PROD: 1. Force Racing; 2. Twist & Shout; 3. N.S.F. Racing; 4. M&R Racing; 5. Lickitysplit Racing.

M/W S/BK: 1. Long Beach Yamaha; 2. Team Pasta of Marin; 3. Three Men & A Bike; 4. Green Extreem; 5. Danco/Pettibon Racing.

M/W PROD: 1. Arclight Racing; 2. Cycle Country of Salem; 3. Cannon Racing; 4. Flashlight Racing; 5. Team Spud.

L/W: 1. Lou Sarre Body Shop; 2. Team Belchfire II; 3. Sass Racing; 4. Hi Hopes.

WERA NATIONAL ENDURANCE POINT STANDINGS: 1. Team Suzuki Endurance (910.31); 2. Hall 'N Still Racing (650.93); 3. Force Racing (642.38); 4. Roswell Racing (578.3); 5. Team Lips (479.47); 6. Madness Racing (440.59); 7. Team Pasta (407.78); 8. Arclight Racing (400.75); 9. Long Beach Yamaha (333.17); 10. Oz Racing (332.62).

SUPERCROSS

Continued from page 13

(Suz); 6. Tyson Vohland (85); 7. Jimmy Button (82); 8. Phil Lawrence (77); 9. Kyle Lewis (74); 10. Ray Crumb (67); 11. Buddy Antunez (66); 12. Chad Pederson (65); 13. Lance Smail (51); 14. Dana Wiggins (45); 15. Tommy Clowers (41); 16. Chris Young (38); 17. Jaosn Krempin (30); 18. Craig Canoy (29); 19. Darrin Hoeft (27); 20. Travis Hodges (17); 21. Mike Young (16); 22. Brett DeVries (14); 23. Bryan Emig (12); 24. Shane Trittler (10); 25. Tony Graves (8); 26. Darrel Martens (7); 27. Mikel Larson (6); 28. Trevor Meagher (5); 29. David Castillo (5); 30. Duane Benner (4); 31. Grayson Hart (4); 32. Danny Paladino (4); 33. Jeff Daily (3); 34. Chaun McAlister (2).

*Clinched Championship

250 QUAL 1: 1. Jimmy Gaddis (Suz); 2. Shaun Kalos (Kaw); 3. Billy Frank (Hon); 4. Rich Taylor (Suz); 5. Brian Manley (Hon); 6. Kosi Ohkawara (Yam); 7. Jason Young (Hon); 8. Bryan Emig (Yam); 9. N/A; 10. Chris Young (Suz); 11. Eric Sandstrom (Hon); 12. Jim Chamberlain (Suz); 13. John Thomas (Hus); 14. Chris Neal (Suz).

250 QUAL 2: 1. Erik Kehoe (Hon); 2. Cliff Palmer (Suz); 3. Larry Brooks (Kaw); 4. Ty Davis (Hon); 5. Rodney Smith (Suz); 6. Mike Chamberlain (Yam); 7. Shawn Wynne (Suz); 8. Tony Graves (Hon); 9. Jon Nicholaus (Kaw); 10. John Dauth (Hon); 11. John Sabo (Kaw); 12. Andy Grider (Kaw); 13. Steve La Roza (Kaw).

250 CONSI: 1. Chris Young; 2. Chris Neal; 3. Andy Grider; 4. Eric Sandstrom; 5. John Dauth; 6. Jim Chamberlain; 7. John Thomas; 8. John Sabo; 9. John Nicholas; 10. N/A; 11. Steve LaRoza.

250 HEAT 1: 1. Damon Bradshaw (Yam); 2. Jeff Matiasevich (Kaw); 3. Jeff Stanton (Hon); 4. Larry Ward (Suz); 5. Guy Cooper (Suz); 6. Larry Brooks (Kaw); 7. Erik Kehoe (Hon); 8. Ronnie Tichenor (Suz); 9. Ty Davis (Hon); 10. Keith Bowen (Suz); 11. Rodney Smith (Suz); 12. Keith Johnson (KTM); 13. Cliff Palmer (Suz); 14. Mike Chamberlain (Yam); 15. Tony Graves (Hon); 16. Shaun Wynne (Suz); 17. Andy Grider (Kaw); 18. Bryan Emig (Yam); 19. John Dauth (Hon); 20. John Thomas (Hus).
Time: 5:21.56

250 HEAT 2: 1. Jean-Michel Bayle (Hon); 2. Mike LaRocco (Suz); 3. Mike Fisher (KTM); 4. Mike Kiedrowski (Kaw); 5. Shaun Kalos (Kaw); 6. Doug Dubach (Yam); 7. Todd DeHoop (Suz); 8. Brian Manley (Hon); 9. Ray Sommo (Suz); 10 Jason Young (Hon); 11. Jeff Ward (Kaw); 12. Chris Neal (Suz); 13. Billy Frank (Hon); 14. Chris Young (Suz); 15. Rich Taylor (Suz); 16. Jim Chamberlain (Suz); 17. Jimmy Gaddis (Suz); 18. Kosi Ohkawara (Yam); 19. Eric Sandstrom (Hon); 20. Denny Stephenson (Suz).
Time: 5:26.16

250 SEMI 1: 1. Guy Cooper; 2. Erik Kehoe; 3. Larry Brooks;; 4. Ronnie Tichenor; 5. Cliff Palmer; 6. Keith Johnson; 7. Ty Davis; 8. Keith Bowen; 9. Mike Chamberlain; 10. Tony Graves; 11. Rodney Smith; 12. Andy Grider; 13. Bryan Emig; 14. John Thomas; 15. Shawn Wynne; 16. John Dauth.
Time: 4:07.76

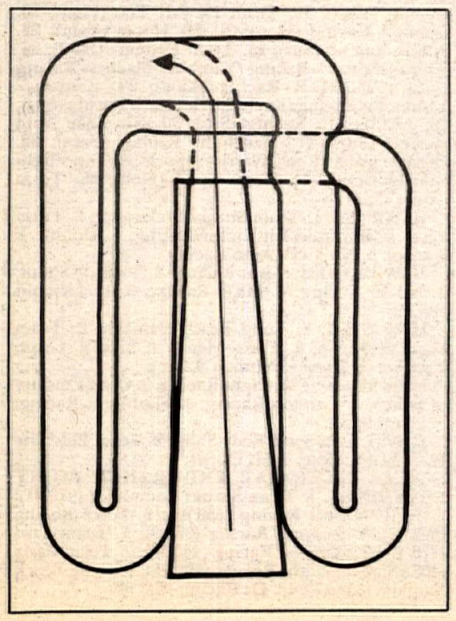
250 SEMI 2: 1. Doug Dubach; 2. Jimmy Gaddis; 3. Jeff Ward; 4. Denny Stephenson; 5. Shaun Kalos; 6. Brian Manley; 7. Ty Davis; 8. Chris Young; 9. Ray Sommo; 10. Billy Frank; 11. Jason Young; 12. Eric Sandstrom; 13. Jim Chamberlain; 14. Chris Neal; 15. Kosi Ohkawara; 16. Rich Taylor.
Time: 4:10.28

LAST CHANCE QUALIFIER: 1. Chris Young; 2. Mike Chamberlain; 3. Keith Bowen; 4. Brian Manley; 5. Billy Frank; 6. Rich Taylor; 7. Keith Johnson; 8. Rodney Smith; 9. Ray Sommo; 10. Andy Grider; 11. Chris Neal; 12. Ty Davis; 13. Tony Graves; 14. Shawn Wynne; 15. Kosi Ohkawara; 16. Jim Chamberlain; 17. Jason Young; 18. Eric Sandstrom; 19. John Thomas; 20. John Dauth; 21. Bryan Emig; 22. Todd DeHoop.
Time: 4:16.95

250 MAIN: 1. Doug Dubach (Yam); 2. Damon Bradshaw (Yam); 3. Jeff Stanton; 4. Mike Fisher (KTM); 5. Mike LaRocco (Suz); 6. Jeff Matiasevich (Kaw); 7. Jeff Ward (Kaw); 8. Guy Cooper (Suz); 9. Mike Kiedrowski (Kaw); 10. Ron Tichenor (Suz); 11. Larry Ward (Suz); 12. Jean-Michel Bayle (Hon); 13. Shaun Kalos (Kaw); 14. Larry Brooks (Kaw); 15. Cliff Palmer (Suz); 16. Mike Chamberlain (Yam); 17. Chris Young (Suz); 18. Denny Stephenson (Su); 19. Jimmy Gaddis (Suz); 20. Erik Kehoe (Hon).
Time: 13:91.99

AMA 250 CAMEL SUPERCROSS POINT STANDINGS: 1. Jean-Michel Bayle (360)*; 2. Damon Bradshaw (298); 3. Jeff Stanton (290); 4. Mike Kiedrowski (274); 5. Jeff Ward (271); 6. Guy Cooper (218); 7. Jeff Matiasevich (212); 8. Mike LaRocco (207); 9. Mike Fisher (205); 10. Ron Tichenor (156); 11. Larry Ward (148); 12. Denny Stephenson (133); 13. Doug Dubach (119); 14. Keith Bowen (71); 15. Jeff Emig (57); 16. (TIE) Todd DeHoop/Ray Sommo (54); 18. (TIE) Mike Jones/Rick Johnson/Keith Johnson (47).

*Clinched Championship



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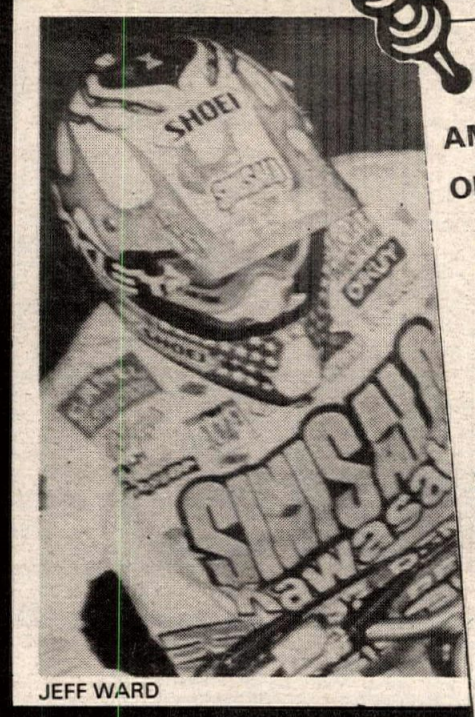

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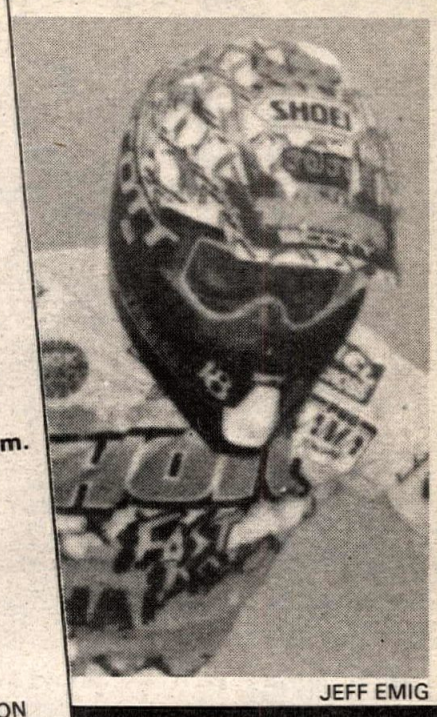

JEFF EMIG

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Sunday, July 28 • PRO-PRACTICE 8:30
• QUALIFIERS 10:30 • RACES 1:00

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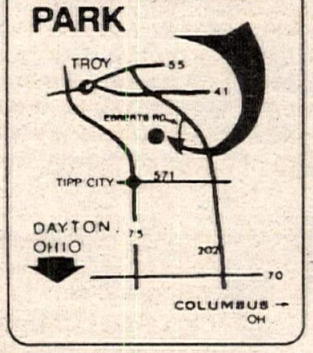

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LOCAL EVENTS

Caven Woodruff (106) chased Gage Fortyson (267) at Devil's Ridge MX.

Lough powers to Devil's Ridge MX win

By Hurley & Dot Short

SANFORD, NC, JUNE 2

Riders from eight states were represented in the 243 riders running for a trophy or for money and contingencies in the Dunlop-Suzuki State Championship race at Devil's Ridge Motor Sports Park.

Chad Lough grabbed the holeshot in the first 250cc A moto, but Patrick Slate was quick to relieve him of that position. Mike Andrews, Jim Neese and Todd Bennick were in close pursuit. Slate maintained his lead with Lough knocking at the door. Andrews and Neese raced for third and fourth place, while Neese took over third position, putting Andrews in fourth. Slate fell, and gave up the lead to Lough. Slate recovered quick enough to hold on to second and continued to move up on the leader. Slate tried to make his move on the tabletop jump, but he couldn't get up enough momentum. Slate kept up the pressure and retook the lead from Lough. Slate began to lengthen his lead over Lough as the time began to run out. Slate, Lough, Neese, Lee Walston and Andrews hung in to finish in that order.

Lee Walston led the pack off the line in the second moto, with Bennick and Neese behind him. Lough took over second and Bennick went to third, Andrews to fourth and Kirk Johnson moved up with the leaders to fifth. Lee Walston took the checkered flag followed by Lough, Bennick, Billy Cox and Mike Andrews.

In the first moto of the Senior Mini (12-15) class, Mitchell Hodges, Gary Portson, Jacob Dumbrosky and Brian Ward were first off the line. Ward made a pass for third and Matthew Moretz moved up to fourth. Hodges held on to the lead with Portson gaining on him, while Dombrosky moved up to retake third. Hodges lost the lead to Fortson, but gave it his all to regain the lead. Hodges was making his move on Fortson when he went down, but he remained in second place. Fortson took the white flag, then the checkered, followed by Hodges, Dombrosky, Ward and Moretz.

In the second moto, Fortson took the holeshot. Although there was a pile-up on the start, Hodges emerged in second. Hodges kept moving up on Fortson, but Fortson wouldn't let up and stayed out in front. At the checkered flag, it was Fortson, Hodges, Woodruff, Ward and Dombrosky. CN

Results

50: 1. James Stewart (Yam); 2. Stephen Martin (Yam); 3. Matthew Black (Yam); 4. Joshua Grogan (Hon); 5. Michael Laws (Yam).

60: 1. Jonathan Nirschl (Kaw); 2. Casey Barney (Kaw); 3. Cam Dubose (Kaw); 4. Andrew Williams (Kaw).

JR MINI: 1. Robbie Horton (Kaw); 2. Jacob Dombrosky (Suz);l 3. Brian Ward (Hon); 4. Sane Parrish (Yam); 5. Andy McLamb (Yam).

SR MINI: 1. Gage Fortson (Suz); 2. Mitchell Hodges(Kaw); 3. Brian Ward (Hon); 4. Jacob Dombrosky (Suz); 5. Caven Woodruff (Kaw).

SCHBY: 1. Patrick Greer (Hon); 2. Daniel Rich (Suz); 3. Jason Baldwin (Hon); 4. David Price (Hon); 5. Chuck Shirley (Kaw).

125 A: 1. Michael Andrews (Suz); 2. Todd Bennick (Suz); 3. Jim Chester (Suz); 4. William Cox (Suz); 5. Jim Neese (Kaw).

125 B: 1. Troy Brewer (Hon); 2. Stacey Barnett (Hon); 3. Ned Blackmon (Suz); 4. Patrick Greer (Hon); 5. Wes Cave (Hon).

125 C: 1. Wesley Garmon (Suz); 2. Michael Poore (Yam); 3. Wayne Eller (Hon); 4. Chad Newton (Suz); 5. Ryan Garner (Suz).

250 A: 1. Chad Lough (Hon); 2. Lee Walston (Yam); 3. Todd Bennick (Suz); 4.Jim Neese (Kaw); 5. Mike Andrews (Suz).

250 B: 1. Stacey Barnett (Hon); 2. Richard Ibison (Yam); 3. Beecher Simmons (Hon); 4. Mike Trexler; 5. John Sharpe (Hon).

250 C: 1. Wesley Garmon (Hon); 2. Thomas Williams (Yam); 3. Tim Terrell (Hon); 4. David Henslee (Suz); 5. Joe Proctor (Hon).

OPEN AM/OPEN A: 1. Jay Hauser (Hon); 2. Marcus Cannon (Kaw); 3. Terry Carty (Hon); 4. Scott Turlington (Hon); 5. Tim Julian (Kaw).

PLUS 25: 1. Scott Shipley (Suz); 2. Roger Rivenbark (Yam); 3. David Eller (Hon); 4. Barry Nelson (Hon); 5. Christopher Lefebure (Kaw).

PLUS 30: 1. Roger Rivenbark (Yam); 2. Donnie Foster (Hon); 3. Rick Catuccio (Hon); 4. Donny Grapan (Yam); 5. Tim Julian (Kaw).

Cirocco sizzles at Sunrise MX

By Tony Alessi

ADELANTO, CA, JUNE 2

Joey Cirocco stomped to the overall 125cc Novice win in his first appearance as a Novice at Sunrise Cycle Park.

The 125, 250 and 500cc Novice classes were combined, causing chaos on the opening lap of moto one. As the riders began to sort out on the second lap, Cirocco was the first to emerge on his JT Racing-supported Yamaha. Mark Allen was on the move and settled into second by the fourth lap on a 250cc machine. Ugo Besozzir moved to third and was riding with quite a unique style. Allen pushed past Cirocco on the final straight away for the win. Cirocco won the 125cc class by more than 25 seconds over second place rider Scott Pekarek.

Cirocco and Allen were in midpack at the start of the second moto, but by the time the dust settled after the second lap Allen was out front with Besozzi second and Cirocco third. The stage was set as the three riders left the pack far behind. Cirocco kept the pressure on Besozzi, which in turn kept Allen on his toes. At the halfway mark, Cirocco cut inside Besozzi but Besozzi repassed him on the following lap. While Cirocco and Besozzi were bashing it out for second, Allen crept away and opened a two second lead. Allen held on for the win with Besozzi and Cirocco finishing behind.

Jason Aeck powered his T.R.E. Yamaha to a pair of moto victories in the 250cc Beginner class. Aeck even fell two times and still managed to win with plenty of room to spare. Mike Pass and Donnie Quanstrom battled in both motos with Pass finishing second.

Results

PEEWEE A: 1. Nathan Malan (Yam).
PEEWEE B-1: 1. James Thompson (Yam); 2. Jerry Martinez (Yam).
PEEWEE B-2: 1. Scott Simon (Yam).
60 9-11: 1. Jason Larkin (Kaw); 2. Marshall Lipps (Kaw).
80 BEG: 1. Terrance Malan (Kaw); 2. Danny Woodard (Kaw); 3. Bryan Carrillo (Kaw); 4. Todd Bartlett (Kaw); 5. Dennis Woodard (Kaw); 6. Ryan Orr (Kaw); 7. Mike Sprowl (Kaw); 8. Mike Rellaford (Suz); 9. Austin Prian (Kaw); 10. Lucas Joyner (Kaw).
80 NOV: 1. Rick Elrod (Kaw).
BIG WHEEL: 1. Mark Jensen (Kaw).
JR VET NOV: 1. Richard Chouinard (Hon); 2. Paul Zelinsky (Kaw).
JR VET INT: 1. Tim May (Suz); 2. Mark Horton (Hon); 3. Jeff Lucas (Suz).
VET BEG: 1. Donnie Quanstrom (Hon); 2. John JJ Murray (Suz).
VET NOV: 1. Johnny Boosanko (Hon); 2. Rod Robertson (Hon); 3. Jimmy Bauer (Kaw); 4. Tony Mason (Yam); 5. Greg Robertson (Yam); 6. David Williams (Hon); 7. Ken Greene (Hon); 8. Alex Spinelli (Yam); 9. Gary Taylor (Kaw); 10. Greg Whitfield (Hon); 11. Bret Greening (Kaw).
VET INT: 1. Mark Asaw (Hon); 2. Jere Mason (Yam); 3. Dean Talavera (Kaw); 4. Charlie Strong (Hon); 5. Ken Renaux (Hon).
VET EXP: 1. Carl Gazaby (Hon); 2. Larry Baker (Suz).
125 BEG: 1. Ervin Martin (Kaw); 2. (TIE) Nick Mairose (Suz)/Chuck Parker (Yam); 4. Wade Sprowl (Kaw); 5. Kevin Davidson (Kaw).
125 NOV: 1. Joey Cirocco (Yam); 2. Scott Pekarek (Hon); 3. Yannick Truchi (Hon); 4. Dean Ostrander (Suz).
250 BEG: 1. Jason Aeck (Yam); 2. Michael Pass (Hon); 3. Donnie Quanstrom (Hon); 4. Mike Clark (Yam).
250 NOV: 1. Mark Allen (Kaw); 2. Ugo Besozzi (Kaw); 3. Jeff Young (Hon); 4. CT Watanabe (Yam); 5. Paul Zelinsky (Kaw); 6. Billy Paul (Suz); 7. Jeff Bragia (Yam); 8. Tim McAdams (Kaw).
125 INT: 1. Colin Couto (Kaw); 2. Lex Malan (Suz).
250 INT: 1. Vince Baioni (Suz).
250 PRO: 1. Andrew Ellis (Suz); 2. Ken Neitzel (Kaw); 3. Robert Barnum (Suz); 4. Levi Noble (Kaw).
500 BEG: 1. John JJ Murray (Hon).

Myers masters Silver State MX

By Bob Waters

CARSON CITY, NV, JUNE 9

Facing a large turnout of Northern California and Nevada riders, Randy Myers put on a one-man show in both 250cc Pro class motos to score the overall win at the Continental Motorports Club's MX Series at Silver State MX.

The Roseville Cycles-sponsored rider, Myers, put his Suzuki into an early lead in the first moto after taking the lead away from Randy Chapman. At the finish Myers had a 100 yard lead on the rest of the pack. Chapman was second and Eric Sandstrom third.

The second moto didn't start out as well for Myers as it did in the first. Chapman got the holeshot and Myers went down in the first turn. However, that bit of adversity seemed to light a fire under his Suzuki, and by the end of the first lap, he was firmly in fifth place. He poured it on and was fourth by the end of lap two. Early in the fifth lap, he passed for third, and on the next lap, he took second away from Chapman. On the sixth lap, Myers overtook McElroy on a switchback section and firmly took command of first place. McElroy tried desperately to regain his position, but Myers was taking longer jumps and faster turns, as he kept opening up the distance between first and second. Myers was first overall; Champman second and McElroy third.

Results

60: 1. Tim Gross Glauser (Kaw); 2. Jess Duncun (Kaw); 3. Nathan Tiearney (Kaw).
80 BEG: 1. Ray Marshall (Suz); 2. Chad Rager (Kaw); 3. Dylon Crawford (Suz); 4. Jason Hasick (Suz).
80 BEG D—2: 1. Dan Cordle Jr. (Hon); 2. Chad Saltor (Suz); 3. Eric Williams (Suz); 4. Sean Reath (Suz).
80 JR: 1. Kenny Davis (Suz); 2. Jerry Harvey (Suz); 3. Cody Crawford (Suz); 4. Bill Duvall (Suz).
80 INT: 1. Darren Jones.
125 BEG: 1. Jason Garcia (Hon); 2. Troy Amerin (Kaw); 3. Greg DeYoung (Suz); 4. Seth Card (Suz); 5. Kenny Davis (Hon).
125 JR: 1. Gary Morrill (Kaw); 2. Donny Roberts (Suz); 3. Jake Gilbert (Suz); 4. Buzz Wilson (Kaw); 5. Kevin Hargett (Suz).
125 INT: 1. Steve Garnett (Suz); 2. Chris Barker (Suz); 3. Stan Finney (Kaw); 4. Scott Cowley (Hon); 5. Scott Wilson (Kaw).
125 PRO: 1. Scott McElroy (Suz); 2. Scott Myers (Suz); 3. Tony McGrath (Hon).
250 BEG: 1. Andy Adams (Hon); 2. Ron Hampshire (Hon); 3. Gary Patterson (Suz); 4. David Welch (Kaw); 5. Tony Uriguen (Hon).
250 JR: 1. Dustin Bloomfield (Hon); 2. Kervyn Cole (Kaw); 3. Mike Odell (Hon); 4. Nathan Evans (Suz).
250 INT: 1. Scott Myers (Suz); 2. Randy Champman (Suz); 3. Travis Smith (Kaw); 4. Eric Sanstrom (Hon); 5. John Stark (Suz).
VET JR: 1. Jeff Walker (Yam); 2. Steve Gary (Hon); 3. Greg Winters (Yam); 4. Don Rager (ATK); 5. Randy McCoy (Suz).

Holley hot at L.A. County Raceway night Motocross

By Tony Alessi

PALMDALE, CA, JUNE 7

Former factory Yamaha rider Jim "Hollywood" Holley scored the overall win in the 250cc Pro class at California Racing Club's night MX at Los Angeles County Raceway.

Tim Telford led the opening-moto charge through the first turn. Holley and Eddie Hicks soon filed into the top three and set the stage for the first-moto battle. Holley passed Telford halfway into the moto then styled to the checkers. Telford rode strong and finished second in front of Hicks.

Telford got the holeshot again in moto two, but both Holley and Hicks quickly moved past him into the top two positions. Holley opened up a comfortable lead, but Hicks reeled him in late in the moto. Holley fended off Hicks for the moto win and overall victory.

Joe Haman led the opening lap of the first 250cc Novice moto with Jimmy Chamberlain, Abe Blunda and Frank Sottile in tow. Chamberlain snatched the lead from Haman on the third lap of the seven lap race. Chamberlain was riding strong up front but was caught off guard by Sottile, who stole the lead near the end of the moto and held on for the win over Chamberlain and Haman.

Chamberlain took off in the second moto and simply smoked the competition with a wire-to-wire win. Haman rode alone in second most of the moto, only getting pressure during the last lap by Billy Paul. Sottile crashed his way to a sixth-place finish.

Jeff Finch led Rick Sottile and Chris Allen early in the first 125cc Novice moto. Sottile put the moves on Finch and took over the lead. Allen was on the gas and quickly passed Finch and began to put the pressure on the leader, Sottile. Allen kept the pressure on and was able to force his way into the lead. Allen went on to the first moto win followed by Finch, who passed Sottile late in the moto for second.

DeGano grabbed the second moto holeshot followed by Allen, Finch and Garey Carlson. DeGano and Allen duked it out early in the race with Allen eventually working into the lead. Carlson eventually crashed out of contention, while Jared Jacobsmeyer moved to second, which he maintained to the finish behind winner Allen.

Results

PEE WEE A: 1. Todd Gosselaar.
PEE WEE B: 1. James Thompson; 2. Marcus Round; Robert Rotarts.
PEE WEE B—2: 1. Jason Frey; 2. Jared Hernandez; 3. Caeb Gosselaar; 4. John Fullmer; 5. Steve Cuar.
60 (9-11): 1. Michael Grant; 2. Chris Gossilaar; 3. Nelson Hernandez.
80 BEG: 1. Eric Chase; 2. Brett Jackson; 3. Ryan Orr; 4. Matt McPherson; 5. Joshua Ahern.
B—W: 1. Ray Pickett.
80 NOV: 1. David Walter; 2. Jason Fonseca; 3. Mike Weed; 4. Sean Medeiro; 5. Serg Murillo.
125 BEG: 1. Nick Mairose; 2. Carl Carlson; 3. Steve Corteville; 4. Randy Lippie; 5. David Koda.
125 NOV: 1. Chris Allen; 2. Jared Jacobsmeyer; 3. Rick Sottile; 4. Joe DeGamo; 5. Rick McCants.
125 INT: 1. Bob Sage.
125 PRO: 1. Eddie Hicks; 2. Darrin Hoeft.
250 BEG: 1. Bob Wood; 2. David Barlow; 3. Jason Moe; 4. Chuck Kober; 5. Frank Ruggles.
250 NOV: 1. Jimmy Chamberlain; 2. Joe Haman; 3. Frank Sottile; 4. Billy Paul; 5. Abe Blunda.
250 INT: 1. Ryan Vonlessberg; 2. Jason Simmons.
250 PRO: 1. Jim Holley; 2. Tony Sulek; 3. Bryan Nelson; 4. Jeff Mook; 5. Jon Zahrt.
500 NOV: 1. Jason Trubey.
500 INT: 1. Franklin Betcher.
500 PRO: 1. Tim Telford.
VET JR BEG: 1. Bret Jeffers; 2. Jeff Hendricksz.
VET JR NOV: 1. John Davies; 2. Jeff Frey; 3. Tony Stumpf; 4. Manny Delcompo; 5. Mike Destefano.
VET JR EX: 1. Greg Keim; 2. Rich Truchinsky.
VET BEG: 1. John Murray; 2. Rick Flores; 3. Randy Jamo; 4. Kirk Lukofka; 5. Nick Sancic.
VET NOV: 1. Tony Mason; 2. Jimmy Baves; 3. Bob Shimp; 4. Jeff Sheets; 5. Steve Schrobsdorf.
VET INT: 1. Dean Talavera; 2. Mark Mangold; 3. David Sima.
VET EX: 1. Bob Kline; 2. Rob Petrin; 3. Greg Keim; 4. Richard Bunch.
SR BEG: 1. Dal Tribey Sr.; 2. John Flanders.
SR INT: 1. Bob Dunham.

Nobles continues streak at Roebling RR

By Bob Applegate

FAULKVILLE, GA, MAY 25-26

Tripp Nobles nailed down the top spot after 12 hot laps of racing in the AMA/CCS $1000 Unlimited GP race at Roebling Road Raceway. Nobles also scored the win in the U.S. Twin Sports class.

Both riders drove down from the Charlotte Motor Speedway where they had performed in an exhibition race before a huge crowd of NASCAR fans as a warmup for the July Fourth Motorcycle Week races.

Nield was pumped up for the Unlimited GP race after winning the Expert Heavyweight Superbike race, but Nobles dashed Nield's enthusiasm by taking the lead and never looking back. Nield held second throughout the race and was challenged only by third-place finisher Peter Villacaro.

Lee Pounders made an incredible comeback on Sunday to win the Expert Middleweight Superbike class against Ken Pruitt. Pruitt made Pounders earn his win as the two riders changed the lead four times in eight laps, including some breathtaking inside turn one passes by both riders. During Saturday's Solo Endurance race, Pounders dropped his Honda going into turn one. What should have been a classic low-side crash turned into a 20-foot high endo with the bike clearing the tire wall, dirt bank and trees out of the park.

Results

AM L/W S/SPRT: 1. Ernest Thiel (Yam); 2. Michael Schuyler (Yam); 3. Greg Geonis (Yam); 4. Frederick Rees (Yam); 5. Fer Appel (Kaw).
EX L/W S/SPRT: 1. Matt Jungklaus (Yam); 2. Michael Moore (Yam); 3. Peter Viclacaro (Hon).
AM M/W S/SPRT: 1. Mike Burns (Hon); 2. Robert Barringer (Yam); 3. Mark Shaw (Yam); 4. Laney Cobb (Hon); 5. Robert Schaudel (Yam).
EX M/W S/SPRT: 1. Franklin Knight (Hon); 2. Lee Pounders (Hon); 3. Danny Roberts (Yam); 4. Jack Dupree (Yam); 5. Robert Zerbisias (Yam).
AM H/W S/SPRT: 1. Charles Harbin (Suz); 2. Richard Bothe (Suz); 3. Greg Boerger (Suz); 4. Jamie Bowman (Suz); 5. Doug Decker (Suz).
EX H/W S/SPRT: 1. Earl Halford (Suz); 2. Ken Pruitt (Yam); 3. Wayne Lee (Suz); 4. Rob Lacombe (Kaw); 5. James McConnell (Suz).
AM L/W S/BK: 1. Ernest Thiel (Yam); 2. Michael Schuyler (Yam); 3. Robert Snow (Kaw); 4. John Pawloski (Yam); 5. Greg Geonis (Yam).
EX L/W S/BK: 1. Bob Bossardet (Yam); 2. Geoffery Freeland (Yam); 3. Michael Moore (Yam); 4. Lapsley Hope (Yam); 5. Rick Jackson (Yam).

AM M/W S/BK: 1. Dillard Perry (Hon); 2. Kenneth Abbott (Yam); 3. Robert Schaudel (Yam); 4. Jason Clay (Hon); 5. Mark Shaw (Yam).
EX M/W S/BK: 1. Lee Pounders (Hon); 2. Ken Pruitt (Yam); 3. Jack Dupree (Yam); 4. Danny Roberts (Yam); 5. Jeffrey Koller (Yam).
AM H/W S/BK: 1. Mike Nunn (Suz); 2. Jamie Bowman (Suz); 3. Dillard Perry (Hon); 4. Charles Harbin (Suz); 5. Richard Bothe (Suz).
EX H/W S/BK: 1. Bruce Nield (Hon); 2. Wayne Lee (Suz); 3. James McConnell (Suz).
AM H/W S/TW: 1. Robert Snow (Kaw); 2. Wiliam Mercure (Hon).
EX H/W S/TW: 1. William Atkinson (Hon); 2. Kenny Phillips (Duc); 3. Roger Quillen (Duc).
AM L/W S/TW: 1. Robert Snow (Kaw); 2. Adam Mercure (Hon).
EX L/W S/TW: 1. William Atkinson (Hon); 2. Kenny Phillips (Duc); 3. Roger Quillen (Duc).
AM L/W GP: 1. Ernest Thiel (Yam); 2. John Pawloski (Yam); 3. Robert Snow (Kaw); 4. Michael Schuyler (Yam); 5. Greg McKelvey (Yam).
EX L/W GP: 1. Jimmy Mosley (Yam); 2. Daniel Wisehart (Yam); 3. Joseph Garneauweld (Yam); 4. Kenny Creed (Yam); 5. Lapsley Hope (Yam).
AM M/W GP: 1. Dillard Perry (Hon); 2. Laney Cobb (Hon); 3. Brett Winston (Yam); 4. Kenneth Abbott (Yam); 5. Robert Schaudel (Yam).
EX M/W GP: 1. Jimmy Mosley (Yam); 2. Daniel Wisehart (Yam); 3. Lee Pounders (Hon); 4. Jeffrey Koller (Yam); 5. Joseph Garneauweld (Yam).
EX SOLO GTU: 1. Franklin Knight (Hon); 2. Jeffrey Koller (Yam); 3. Derek Nichols (Yam); 4. Matt Jungklaus (Yam); 5. Lapsley Hope (Yam).
AM SOLO GTU: 1. Drew Lincoln (Yam); 2. Jason Clay (Hon); 3. Kenneth Abbott (Yam); 4. Greg Grimes (Yam); 5. Ed Mulvaney (Hon).
AM SOLO GTO: 1. Mike Nunn (Suz); 2. Richard Bothe (Suz); 3. Jamie Bowman (Suz); 4. James Faber (Suz); 5. Doug Decker (Suz).
EX SOLO GTO: 1. John Cox (Yam); 2. Doug Kidd (Suz); 3. Neal Kitson (Yam); 4. Wayne Lee (Suz); 5. Rob Lacombe (Kaw).
U.S. TW/SPRT: 1. Tripp Nobles (H-D); 2. Nigel Gale (H-D); 3. Chuck Blackmon (H-D); 4. Michael Kraft (H-D); 5. Mike Zavison (H-D).
EX U/L S/SPRT: 1. Mark Schindler (Suz); 2. Jim Gillman (Suz); 3. James McConnell (Suz).
EX SPTMN: 1. Geoffery Freeland (Yam); 2. Philip Knecht (Yam); 3. John Lowman (Yam); 4. James Murphy (Yam); 5. Derek Nichols (Yam).
AM SPTMN: 1. Robert Snow (Kaw); 2. John Pawloski (Yam); 3. Robert Landrum (Kaw); 4. Rudolph Raab (Yam).
EX U/L GP: 1. Tripp Nobles (Suz); 2. Bruce Nield (Hon); 3. Peter Villacaro (Yam); 4. John Choate (Yam); 5. Daniel Wisehart (Yam).

Lewis lights up Perris Night MX

By Tony Alessi

PERRIS, CA, JUNE 1

Kyle Lewis stormed to impressive wins in the 125 and 250cc Pro classes at GFI Racing's opening round of a 16-race Win a Truck Night MX Series at Perris Raceway.

Nearly 400 riders turned out for the kickoff event where riders who compete in at least half of the events are eligible to win the truck. Riders will be awarded points per moto, and at the end of the series the names of the top five riders in each class will be put in a bowl and one rider will win the truck.

Chris Young, Steve Lamson and Lewis provided the action in the first 125cc Pro moto as they quickly separated themselves from the pack and put on an exhibition of bar-to-bar racing. Young led most of the moto but was passed by Lamson 10 seconds before the checkered flag. Lamson squeaked out the moto win over Young and Lewis.

Lewis thundered his Noleen/Fox Yamaha to the second moto holeshot with Lamson and Young in tow. Lewis opened a three-second cushion over Lamson, who was pushing hard in second. Just after the halfway signal was given Lamson lost control and slammed a main water line. The impact ruptured the line and drenched Lamson from head to toe and left him out of contention the duration of the moto. Lewis went on to the moto and overall win followed by Young and Dana Wiggins.

Lewis was back later in the evening with a pair of convincing wins in the 250cc Pro class. Lewis rode a flawless set of motos and rode practically unchallenged in the event. Young and Shawn Wynne had a good second moto battle over second that was settled by Young.

Brian Teets stole the show in the first 125cc Intermediate moto by winning in a convincing manner. E.J. Wright worked through the pack to finish second followed by David Casada.

Casada led most of the second moto while Teets worked up to second after passing Steve Andrich at the midway point in the race. The top three riders maintained their positions to the checkered flag. Teets finished the overall winner based on his consistent moto finishes, topping Casada and E.J. Wright.

Results

50 FIRST TIMER: 1. Cale Wallace (Yam); 2. Rudy Zuniga (Yam); 2. Tyson Tallkington (Yam); 3. Travis Miller (Suz); 4. Jennifer Skutt (Yam).
50 D-1: 1. Johner Faulkner (Yam); 2. Vance Freeman (Yam); 3. Jason Skutt (Yam); 4. Heather Matthews (Yam).
50 D-2 A: 1. Landon Robbins (Yam); 2. Chris Lightfoot (Suz); 3. Kane Stewart (Yam);l 4. Daniel Legg (Yam); 5. Derek Downey (Yam).
50 D-2 B: 1. Ty Renshaw (Yam); 2. Ryan Weber (Yam); 3. Bobby Langin (Yam); 4. Jeremy Malott (Yam); 5. Tyson Burmeister (Yam).
50 MOD: 1. Eric Wood (Yam); 2. Roland Rodriquez (Yam); 3. Johner Faulkner (Yam); 4. Vance Freeman (Yam); 5. Tanya Faulkner (Yam).
60 0-8: 1. Roland Rodriquez (Kaw); 2. Eric Wood (Kaw); 3. Blake Viens (Kaw); 4. Danny Wilson (kaw); 5. Jason Skutt (Kaw).
60 9-11: 1. Shad Viens (Kaw); 2. Bryan McGauran (Kaw); 3. Jonathan Schmidt (Kaw); 4. Mark Johnson (Kaw); 5. Mike Norris (Kaw).
80 BEG: 1. Jerry Aleman (Suz); 2. Justin Viens (Kaw); 3. David Eychaner (Suz); 4. Adam McDermott (Kaw).
80 NOV: 1. Jimmy Davis (Hon); 2. Dean Van Riper (Kaw).
80 EX: 1. Larry Linkogle (Suz).
EX 80 ADULT: 1. Scott Murphy (Suz); 2. Dave Eropkin

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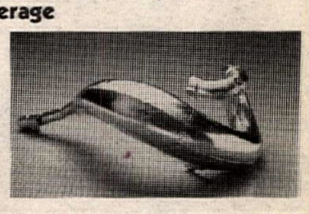

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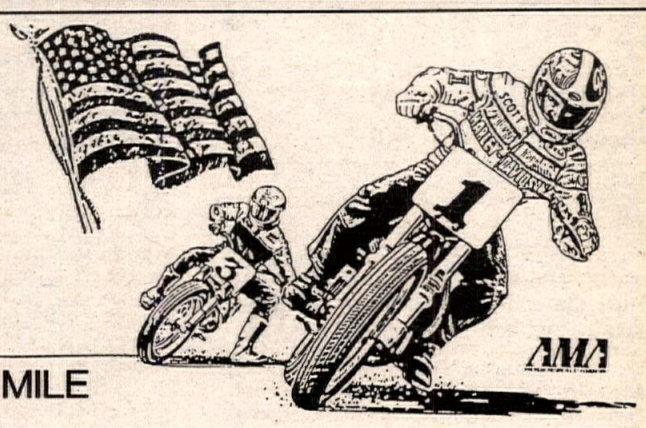

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LOCAL EVENTS

Terry Poovey blasted into fifth from the second row at Nashville Asphalt Short Track.

(Kaw); 3. Bobby Langin (Hon); 4. Mike Hanley (Hon); 5. Tim Hoole (Hon).

125 BEG D-1: 1. Chris Repp (Kaw); 2. Sal Ugarrte (kaw); 2. Dr. McCain (Hon); 4. Tim Williams (Kaw); 5. David Loftin (Suz).

125 BEG D-2: 1. Josh Frazier (Suz); 2. Scott Papiro (Suz); 3. Brian Ratliff (Kaw); 4. Jason Fields (Yam); 5. Ryan Banford (Kaw).

125 NOV: 1. Jerry Jetton (Suz); 2. Jason Caufield (Suz); 3. Mike Battista (Suz); 4. Max Nelson (Yam); 5. Tommy Thomas (Suz).

125 INT: 1. Brian Teets (Kaw); 2. David Casada (Suz); 3. E.J. Wright (Suz); 4. Shawn McIntosh (Kaw); 5. Steve Andrich (Kaw).

125 PRO: 1. Kyle Lewis (Yam); 2. Chris Young (Suz); 3. Steve Lamson (Hon); 4. Dana Wiggins (Yam); 5. Darrin Hoeft (Suz).

250 BEG D-1: 1. Gary Harada (Suz); 2. Mark Reyes (Kaw); 3. Rusty Montgomery (Yam); 4. Mike Hartman (Hon); 5. Scott Marlow (Yam).

250 BEG D-2: 1. Mark Sandzimmier (Hon); 2. Steve Estey (Hon); 3. Andy Kyler (Hon); 4. Rick Salinas (Hon); 5. Robert Gonzalez (Suz).

250 NOV: 1. Eric Beingesser (Yam); 2. C.T. Falk (Yam); 3. Billy Womack (Suz).

250 INT: 1. Donald Upton (Hon); 2. Ian Fitz-Gibbon (Hon); 3. Doug Allen (Kaw); 4. Nick Morgan (Suz); 5. Ray McIntosh (Kaw).

250 PRO: 1. Kyle Lewis (Yam); 2. Chris Young (Suz); 3. Shawn Wynne (Suz); 4. Steve Stewart (Suz); 5. Robert Weber (Hon).

500 BEG: 1. Jeff Henderson (Hon); 2. Wally Cote (Hon); 3. Dean Brown (Hon); 4. Blake Wedemeyer (Hon); 5. Mark McKnight (Hon).

500 NOV: 1. Bill Handal (Kaw); 2. Tim Tucker (Kaw); 3. Mark Stroup (Hon).

500 INT: 1. Kevin Fringer (Hon); 2. Kelly Pichel (Kaw); 3. Dan Paulson (Kaw); 4. Keith Fearing (ATK).

500 PRO: 1. Gary Sailors (Kaw).

25-29 BEG D-1: 1. Gary Harada (Suz); 2. Jeff Henderson (Hon); 3. Matt Nelson (Suz); 4. Travis King (Yam); 5. Cornell Canter (Hon).

25-29 BEG D-2: 1. Peter Ackourey (Yam); 2. George Moore (Hon).

25-29 NOV: 1. Ben Barnhart (Yam); 2. Todd Gould (Suz); 3. Jeff Eary (Hon); 4. Frank Villa (Suz); 5. Mike Ombry (Suz).

25-29 INT: 1. Randy Danylo (Kaw); 2. Ken Wilson (Hon); 3. Chris Lance (Hon).

VET NOV D-1: 1. Matt Nelson (Suz); 2. Randy Paulin (Kaw); 3. Tom Salazar (Suz); 4. Brian Renshaw (Yam); 5. Frank Villa (Suz).

VET NOV D-2: 1. Billy Womack (Suz); 2. L.C. Soto (Kaw); 3. Clayton Willison (Hon); 4. Robert Graham (Suz); 5. Ed Wilson (Yam).

VET INT: 1. Larry Nannenga (Yam); 2. Jaff Clark (Suz); 3. Randy Skinner (Suz); 4. Keith Fearing (ATK); 5. Pat Womack (Hon).

OT: 1. Glen King (Kaw); 2. George Spearing (Hon); 3. Greg Preston (Hon); 4. Clive Cheffins (Hon); 5. Gale Webb (Hon).

Staufenbeil smokes to Barona Oaks MX win

By Seymour Bettys

RAMONA, CA, JUNE 2

Timmy Staufenbeil raged through the pack in both motos to score the overall win in the highly competitive 125cc Intermediate class at the final round of the CMC/Shoei Spring Classic Series, held at Barona Oaks Raceway.

Dennis Dahlin held the early lead in the first moto, while Staufenbeil was mired at the start and completed the first lap in seventh. Jack Cox held onto the runner-up position, while Todd Davis held down fourth. Slowly but surely, Staufenbeil picked off his rivals and moved towards the front of the pack aboard his Poway Honda-Kawasaki/Thor/Ceet/Acerbis/Motul/Pro Circuit/Sprocket Specialties/Smith-backed Honda. With two laps to go, Staufenbeil closed on Dahlin's rear fender and waited for a mistake. Staufenbeil sailed past in a series of jumps and took over the lead, leaving Dahlin to contend with Billy Joe Mercier, who had also stormed through the pack after a poor start. Staufenbeil sailed over the finish line in first, ahead of Dahlin, Mercier and Cox.

Moto two saw Staufenbeil gate poorly, while Mercier took control of the early lead ahead of Dahlin and Davis. Staufenbeil turned up the wick and quickly closed the gap on the front runners. Davis and Dahlin fell victim to Staufenbeil's charge in the back section of the track. Once into second, Staufenbeil set his sights on Mercier, who had a comfortable lead. As the duo approached the checkered flag, Staufenbeil held his throttle wide open and sailed past a surprised Mercier. Staufenbeil was uncontested for the overall win, while Mercier's 3-2 edged Dahlins's 2-3 for second overall.

Results

P/W STK BEG: 1. Dylan Lord (Yam); 2. Mat Mikel (Yam); 3. Chad Gaumer (Yam); 4. Dennis Ewing (Yam); 5. David McFarland (Yam).

P/W STK JR: 1. John Hopkins (Yam); 2. Jason Skutt (Yam).

P/W MOD: 1. Bobby Bonds (Yam); 2. Jason Skutt (Yam); 3. Chad Gaumer (Yam); 4. Mat Mikel (Yam); 5. Dennis Ewing (Yam).

60 0-8: 1. Chris McNatt (Kaw); 2. Greg Landers (Kaw); 3. Bobby Bonds (Kaw); 4. John Hopkins (Kaw); 5. Sean Hamblin (Kaw).

60 9-11: 1. Bo Hernandez (KAw); 2. Jimmy Varis (Kaw).

80 BEG: 1. Doug Parsons (Suz); 2. Cory Seivers (Suz); 3. Daniel Norman (Suz); 4. Glenn Branson (Suz); 5. Jeff Robinson (Suz).

80 JR: 1. Andy Harrington (Kaw); 2. Jon Raymond (Suz); 3. Chuck Enscoe (Suz); 4. Steve Meier (Suz); 5. Shaun Perolio (Hon).

80 INT: 1. Tyler King (Kaw); 2. Jason DePatto (Suz); 3. Dustin Nelson (Suz).

80 EX: 1. Steve Hengeveld (KAw); 2. Terry Parsons (Hon).

80 OPEN: 1. Daniel Norman (Suz); 2. Jimmy Varis (Suz).

125 BEG: 1. Aaron Ginn (Hon); 2. Bobby Krajewski (Suz); 3. Raymond Bowers (Kaw); 4. Josh Brewer (Suz); 5. Ricky Fernandez (Suz).

125 JR: 1. Jason Trrottier (Kaw); 2. Greg Grieshajer (KAw); 3. Mike Van Noordt (Suz); 4. Jeff Tilton (Suz); 5. Gary Dellagatte (Hon).

125 INT: 1. Tim Staufenbeil (Hon); 2. Billy Joe Mercier (Hon); 3. Dennis Dahlin (Kaw); 4. Todd Davis (Hon); 5. David Casada (Suz).

125 PRO: 1. Erik Kehoe (Hon); 2. Michael Craig (Kaw); 3. Mike Chamberlain (Yam); 4. Chris Young (Suz); 5. Erick Hilton (Yam).

250 BEG: 1. Mike Todd (Hon); 2. Andy Cripe (Yam); 3. Richard Worley (Yam); 4. Eric Martin (Hon); 5. Ricky Fernandez (Suz).

250 JR: 1. Karl Lindstrom (Hon); 2. Mike Williams (Kaw); 3. Dan Connelly (Suz); 4. Grunt Gaspar (Suz); 5. Greg Lonergan (Kaw).

250 INT: 1. Donald Upton (Hon); 2. Tim Staufenbeil (Hon); 3. Billy Joe Mercier (Hon); 4. Dennis Dahlin (Kaw); 5. Stephen Mitchell (Kaw).

250 PRO: 1. Michael Craig (Kaw); 2. Erik Kehoe (Hon): 3. Mike Chamberlain (Yam); 4. Chris Young (Suz); 5. Billy Frank (Hon).

500 BEG: 1. Aaron Ginn (Hon).

500 JR: 1. Kevin Peoples (Hon); 2. Scott Hoffman (Hon); 3. Greg Luck (Hon); 4. Rodney Weesner (KTM); 5. Wilson Lewis (Hon).

500 INT: 1. Billy Joe Mercier (Hon); 2. TTom Engel (Hon); 3. Steve Reeves (ATK); 4. Chad Bruce (Hon); 5. Rob Engel (Hon).

500 PRO: 1. Billy Frank (Hon); 2. Chris Young (Hon); 3. Rex Staten (Hon).

UTH JR: 1. David Zahrt (Hon); 2. Tim Wahlberg (Yam); 3. Rich Barton (Yam); 4. Curt James (Yam); 5. Ken Harrison (Hon).

UTH INT: 1. Tony Seckman (Hon); 2. Don Connelly (Suz); 3. Danny Pacheco (Hon); 4. Tim Marsh (Hon); 5. Tom Engel (Hon).

VET JR: 1. David Zahrt (Hon); 2. Greg Perolio (Hon); 3. Thad Friday (Yam); 4. Del Ocheltree (Hon); 5. Marshall Marion (Hon).

VET INT: 1. Robert Sheldon (Yam); 2. Scott Wilkinson (Hon); 3. Curt James (Yam); 4. David Lynch (Hon); 5. JS Hanson (Hon).

VET MSTR: 1. Tim Marsh (Hon); 2. Bob Tippit (Hon); 3. David Fisher (KTM).

VET PRO: 1. Rex Staten (Hon); 2. Tim Lunde (Hon); 3. Kenny Zahrt (Hon).

OT JR: 1. Frank Benacka (Yam); 2. Jim White (Suz).

OT INT: 1. Ron Tuzinski (Hon); .2 Terry Judd (Yam); 3. Adrian Mesa (Hon).

OT MSTR: 1. Robert Fortier (Hon); 2. GQ Larry Kirsch (Hon); 3. Dennis McAdam (Suz).

Weaver wins Raceway Park Vintage Motocross

By John Hart

ENGLISHTOWN, NJ, JUNE 9

Tim Weaver scored the overall win at the opening round of the Eastern Vintage Motocross Racing Championship at Raceway Park.

Hugh's Bultaco-sponsored Weaver put in two excellent rides to post a perfect 1-1 tally. Raceway Park's track designer Jay Irwin walked away with second place honors, which proved to be quite a feat considering he borrowed a bike during practice.

The hard-fought battle in the Vet 30-Plus class was won by Carlos Escudero, while the Iron Man award for the day had to go to David Demarest, who muscled his Ducati 450 around the track to win the Vintage Thumper division.

Long-time vintage enthusiast Fred Walsh scored the overall win in the Vet 40-Plus division.

Results

VINT CLASSIC EX: 1. Tim Weaver (Bul); 2. Jay Irwin (Hon); 3. Dan Field (CZ); 4. Tim Waurishuk (Hon); 5. Richard Hein (Suz).

VINT CLASSIC AM: 1. Rich Field (CZ); 2. George Lucas (Mai); 3. Mike Campbell (Bul).

VINT CLASSIC NOV: 1. Robert Whitworth (Hon); 2. Robert Truworthy (Hon).

VINT CLASSIC VET 30-PLUS EX: 1. Thomas Salandra (Yam).

VINT CLASSIC VET 30-PLUS AM: 1. Carlos Escudero (Bul); 2. John Hart (Hon); 3. Wally Tunison (Mon).

VINT CLASSIC VET 30-PLUS NOV: 1. Bill Blosser (Pen).

VINT CLASSIC VET 40-PLUS AM: 1. Hugh Weaver (Bul).

VINT CLASSIC VET 40-PLUS NOV: 1. Fred Walsh (CZ)

VINT NOV: 1. Pete Schilke (Mon).

VINT VET 30-PLUS AM: Thomas Green (Mai).

Morehead masters Nashville Asphalt Short Track

By Dave Hoenig

NASHVILLE, TN, MAY 31

Steve Morehead motored to the win at the On Track Promotions asphalt short track race, held at Nashville Motor Raceway.

Morehead began the day by posting the fastest qualifying time of 15.96 seconds, aboard the Taylor White-owned, Mike Wheeler-tuned Harley-Davidson.

Twenty-one riders were split into four heat races that would each advance two riders to the final. Riders that didn't qualify directly headed for a semi-final, while riders that failed to qualify in a semi competed in a B main.

Morehead scored the win in the first, and fastest heat race, ahead of Chance Darling, while heat two belonged to Rusty Rogers and Steve Burkholder. Dan Ingram topped Terry Poovey in the third heat, while defending Motorcycle Asphalt Racing Series Champion Will Davis blitzed to the final heat race win ahead of Robert Lewis.

Greg Sims and Charlie Orr transferred to the main via the first semi, while Erik Graybeal and Ian Segedy scored the last two trips to the final.

Kris Kiser blasted to the B main event win aboard Davis' back-up bike, as his own Rotax suffered a blown clutch. Danny Koelsch, Dean Faulkner and Brian Strong trailed Kiser across the line.

Morehead was fastest at the flash of the green light, and stormed through the first turn ahead of Davis, Ingram and Orr. Poovey was mired at the start from the second row, but charged through the pack and scooted into fifth. With a clear track ahead of him, Morehead rode away with the win aboard his Mike Lynch/KK MC Supply/Shepperd Co./Dragoo/F&S/Bell/Storz-backed Harley. Davis experienced front end push throughout the race, but held onto second place, ahead of Ingram, Orr and Poovey.

"I knew I had to win the race to turn one," said Morehead. "It was fun, but I don't know how it would have been to pass. I'm just glad I got there first."

Results

EX: 1. Steve Morehead (H-D); 2. Will Davis (H-D); 3. Dan Ingram (H-D); 4. Charlie Orr (Hon); 5. Terry Poovey (H-D).

B: 1. Kris Kiser (H-D); 2. Danny Koelsch (H-D); 3. Dean Faulkner (H-D); 4. Brian Strong (W-R); 5. Vic Hensley (Hon).

Wheeler jams to Malvern MX win

By Peggy Adamic

MALVERN, OH, JUNE 2

Greg Wheeler used a 2-1 moto combination to score the overall win in the combined 125/250cc Expert class at Malvern Moto Sports Park.

In the first moto, Wheeler rounded turn one with Bill Ball, David Hand and Joe Benyak in tow. Benyakd motored ahead of Hand and Ball for second, while Wheeler remained out front. Ball dropped to midpack, as Jeff McCune joined Benyak and Hand in a three-way race for second. Hand passed Banyak and set his sights on Wheeler. McCune crashed back to sixth. Hand motored in on Wheeler and passed him for the lead with less than half a lap to the finish. Wheeler held second ahead of Benyak, Keith Perry and Ball.

Ball motored into the lead in moto two, with Banyak, Wheeler and John Diezic in chase, while Hand ran in the pack. Ball led for the first two and a half laps until Wheeler passed for the lead. Wheeler had a three-second advantage out in front, as Hand was picking his way through the pack. By midrace, Wheeler was four seconds out in front with Benyak, Ball, Hand and McCune battling for second. Hand moved into second with two laps remaining, and pounded his ride around the track, challenging Wheeler for the lead. The two riders battled handlebar to handlebar with Wheeler remaining a bike length ahead of Hand for the win. McCune finished third with Ball on his rear wheel. Benyak was fifth.

Results

50: 1. Larry Rust (Yam); 2. Jimmy Galantine (Hon); 3. M. Mayerchak (Hon).

JR MINI: 1. Joey Sedmak (Hon); 2. Larry Rust (Kaw); 3. K.C. Hockenberry (Kaw); 4. W. Splitstone (Hon).

SR MINI: 1. Karl Scott (Suz); 2. David Borris (Suz); 3. Matt Keeney (Kaw); 4. B. J. Cufr (Kaw).

SCHBY: 1. Bill Roberts (Hon); 2. Lee Braden (Yam).

125 C: 1. Bob Dobrich (Suz); 2. Paul Dylewski (Suz); 3. Derick Kleckner (Hon); 4. Ron Flick (Suz); 5. Jeremy McPherson (Hon).

125 B: 1. Mike Damratoski (Suz); 2. Bob McCormick (Suz); 3. Charlie Marinko (Suz).

250 C: 1. Johnny Young (KTM); 2. Paul Struchen (Hon); 3. Brian Hackett (Suz); 4. Ray Collier (Suz); 5. Darrin Demshar (Kaw).

250 B: 1. Mike Damratoski (Suz); 2. Greg Urban (Kaw); 3. Jay Kremm (Suz); 4. Joe Hamor (Yam).

OPEN B/C: 1. Greg Urban (Kaw); 2. Tim Hanzely (Hon).

PLUS-25: 1. Todd Gephart (Hon); 2. Tom Klouse (Yam); 3. Art Jackson (Hon); 4. Neal Seelinger (Suz); 5. Jason Emerine (Yam).

SR 1: 1. Tom Klouse (Yam); 2. Blaine Duecaster (Kaw); 3. Bryan Lineman (Yam); 4. Wayne Mintzlaff (Hon); 5. Jim Budd (Kaw).

EX: 1. Brian McElroy (Suz); 2. Brad Quear (Hus); 3. Keith Perry (Suz); 4. Chuck Nicholson (Suz); 5. Craig Martin (Yam).

Allen awesome at LACR MX

By Tony Alessi

PALMDALE, CA, MAY 26

Mark Allen put all the pieces together for his first-ever victory in the 250cc Novice class after a double-moto battle with Tracy Asher during the final motocross event of the CRC Dunestown Series at L.A. County Raceway.

Allen stole the lead at the start of the first 250cc Novice moto, but Asher was on a rampage and dashed from a fourth-place start to the lead by the end of the first lap, diving under Allen in a technical switchback section. Allen stayed in Asher's shadow for the next four laps then passed him two laps from the finish. Allen began to slow on the last lap.

"My contact lens fell into my goggles it really messed me up," Allen said.

Asher capitalized on the situation and took back the lead and held on for the win.

Allen repeated his first moto holeshot and rode smooth and flawless during the opening laps. Asher started fourth and moved to second, and quickly closed to within a few seconds of Allen but that was as close as he would get. Allen held a fast controlled pace that carried him to the second-moto win and the overall victory.

Asher came back later in the day to win the 125cc Novice class. Brian Nall and Keith Katz shared the first moto holeshot with Nall edging ahead at the end of the second turn.

Nall opened up a marginal lead, while Katz rode smoothly in second. Asher started dead last but was picking up three or more positions a lap. Asher closed in on Katz late in the moto and moved up to second. Asher's charge was cut short by the checkered flag and finished second behind Nall.

Shawn O'Brien holeshot the second moto and immediately opened a small lead. Asher was coming on hard and took over the lead by the fourth lap. Once into the lead Asher stole the show and cruised to an easy victory. O'Brien continued in second for the duration of the moto. Aaron Wasnea and Katz were having a good race for third until Katz overshot the landing of a long tabletop jump and went off the track. Asher took the win, O'Brien finished second and Brian Spaeth passed Wasnea for third near the end of the moto.

Results

P/W A: 1. Chris Tocco; 2. Todd Gosselaac.

P/W B-1: 1. Wes Brooks; 2. Marcus Round; 3. Robby Roberts.

P/W B-2: 1. James Thompson; 2. Jonathon Magee; 3. Jerry Martinez; 4. Nathan Pamintuan; 5. Jame sSendelbach.

60 0-8: 1. Tyson Tittlemier; 2. Blake Niens.

60 9-11: 1. Michael Young; 2. Chris Gosselaar; 3. Justin Scullen; 4. Shad Viens; 5. Dustin Ryley.

80 BEG: 1. Sean Medeiros; 2. Brian Sweany; 3. Justin Viens; 4. Eric Anderson; 5. Bryan Carriloo.

80 NOV: 1. David Walters; 2. Jason Fonseca; 3. Chris Neitzel.

80 INT EX: 1. D.J. Sweaney.

125 BEG: 1. Fred Ogrim; 2. Paul Gilmartin; 3. Carl Carlson; 4. Joe Toste; 5. Steven Smith.

125 NOV: 1. Tracy Asher; 2. Brian Nall; 3. Aaron Wasnea; 4. Jason Dejager; 5. Keith Katz.

125 PRO: 1. Tim Telford.

250 BEG: 1. Jamie Young; 2. Glen Cohen; 3. Bob Wood; 4. George Fuentes; 5. Bart Dodge.

250 NOV: 1. Mark Allen; 2. Tracy Asher; 3. Billy Paul; 4. Brent Smith; 5. John Bartol.

250 INT: 1. Bill Suaro.

250 PRO: 1. Tony Sulek; 2. Andrew Ellis; 3. Jeff Barbacovi; 4. Ken Meitzel.

500 BEG: 1. Jon Hall; 2. Tom McCue.

500 NOV: 1. Owen Dickson; 2. Marc Prince; 3. Joe Ketterl.

500 INT: 1. Will Dickson; 2. Franklin Betcher; 3. Jerry Ehlers II; 4. Matt Wyckoff.

JR VET BEG: 1. Harvey Bohman Jr.; 2. Craig Godshall; 3. Chris Foland; 4. Rick Farr; 5. Joseph Browning.

JR VET NOV: 1. Greg Keim; 2. Pete Csulak; 3. Jeff Hall; 4. Scott Wilder; 5. Paul Zelinsky.

VET BEG: 1. Randy Lewis; 2. Clay Willison; 3. Darrell Brown; 4. David Koda; 5. Chris Slick.

VET NOV: 1. Thad Friday; 2. Tony Mason; 3. Brett Greening; 4. Lance Messner; 5. Marc Palmer.

VET INT: 1. C.R. Brunson; 2. Greg Keim; 3. Charlie Strong; 4. Randy Anderson; 5. Richard Tazama.

VET EX: 1. Andy Segale; 2. Rob Petrin; 3. George Wallace; 4. Randy Tittlemeir; 5. Clarke Coleman.

VINT NOV: 1. Michael Grove; 2. Tony Dragliewsku; 3. Bill Leonardo; 4. Thomas Rogers II; 5. Mark Smiht.

VINT INT: 1. Jeremy Nickles; 2. Greg Owen; 3. Brad Deltore; 4. Blair Ridness; 5. Ron Aldrich.

VINT EX: 1. David Boydstun; 2. Dewey McDeewey.

SR BEG: 1. Frank Toste; 2. Pete Klassen.

SR NOV: 1. Jerry Woodard.

SR INT: 1. George Omo III.

SR EX: 1. Steve Dumlap; 2. Bob Miller; 3. John Huegel.

Sweaney bros. battle at Desert Empire MX

By Brian Dettling

RIDGECREST, CA, JUNE 2

More than 60 riders competed in 22 classes at California Racing Club-hosted MX racing at Desert Empire Fairgrounds.

In the 80cc class, brothers D.J. and Brian Sweany battled nose to nose for the overall lead in both motos. Although D.J. was scored separately as an Intermediate, it didn't stop these two from banging bars numerous times as well as having to contend with Novice Randy Webb.

Randy Klassen grabbed the holeshot in the first 500cc moto with Ed Matheny and Danny Reider right behind. Matheny quickly slipped past Klassen for the lead, but Klassen was able to hold off Reider and John Connolly for a lap or two until they got by.

The second 500cc moto saw incredible racing, as Matheny and Connolly were neck and neck at the start until Connolly went down. The lead see-sawed between Matheny and Reider until both went down, leaving the way for Ron Lewis to take a comfortable lead and the eventual moto win. The battle for second place and overall win still hadn't been decided yet, as Matheny, Reider and Connolly were all in contention. Matheny worked back from a fall to nab Reider at the checkered flag by holding the throttle wide open over the finish line jump.

In Intermediate Vet class action, Ralph Foster rode to two moto wins after contending with Bruce Jones and Reider. In the second moto, Foster took a spill over the finish line jump and found himself half a lap down. He dusted himself off and went on to pick off the other riders one by one until taking the lead on the last lap.

Results

PRO: 1. Jeff Stanford (Kaw); 2. Eric Wicker (Hon); 3. Jeff Black (Hon); 4. Brian Vargus (Kaw).
P/W B-1: 1. Robby Roberts.
P/W B-2: 1. James Harwood (Suz); 2. Jonathon Manuyg (Yam); 3. Nicholas Burson (Suz).
60 (0-8): 1. Jason Grove (Yam).
60 (9-11): 1. Justin Witcher.
80 BEG: 1. Brian Sweany (Hon); 2. Robbie Barker (Kaw); 3. J.W. Harker (Kaw); 4. Aaron Bumgardner (Kaw); 5. Josh Knight (Yam).
80 NOV: 1. Randy Webb (Hon).
80 INT: 1. D.J. Sweany (Hon).
125 BEG: 1. James Young (Suz); 2. Ryan Jones (Kaw); 3. D.J. Sweany (Hon); 4. Seth Dustin (Suz); 5. Josh Jenkins (Yam).
125 INT: 1. Jason Simmons (Kaw); 2. Sean Bradley (Yam).
250 BEG: 1. Davis Stratton (Hon); 2. Robert Bowie (Hon).
250 NOV: 1. Charles Valenzuela (Hon); 2. Mike Romp (Hon); 3. Carl Dehaan (Suz); 5. Beanie Boyts (Kaw).
250 INT: 1. Sean Bradley (Yam); 2. Jason Simmons (Kaw).
500 BEG: 1. Dennis Boyle (Hon).
500 NOV: 1. Ed Matheny (Hon); 2. Danny Reider (Kaw); 3. Ron Lewis (Kaw); 4. John Connolly (Hon); 5. Randy Klassen (Hon).
JR VET BEG: 1. Micheal Mitchell (Hon); 2. James Young (Suz).
JR VET EX: 1. Jeff Stanford (Kaw); 2. Jeff Black (Hon).
SR VET BEG: 1. Rob Roberts (Hon); 2. Brian Sweany (Hon); 3. Michael Dahl (Hon); 4. Steve Witcher (Kaw).
SR VET NOV: 1. Robin Young (Kaw); 2. Greg Humber (Hon); 3. Randy Klassen (Hon); 4. Michael Grove (Kaw).
SR VET EX: 1. Mike Bosworth (Suz); 2. David Rogers (Kaw).

Faria rages at Lake Perris Spdwy

By Scott Daloisio

LAKE PERRIS, CA, MAY 23

For the second time in the track's four week existence, Team Russell's "Flyin' " Mike Faria won the Scratch main at Lake Perris Speedway.

Earlier in the week, promoter Brian Church called in Brad Oxley to rebuild the track. The first three weeks of the campaign the surface was populated with holes. Oxley's work paid dividends as the track was smooth and the racing 100% better.

Off gate four in the four lap Scratch main, Faria grabbed the lead when the gate went up. Gary Hicks, just 24 hours after dislocating his wrist, came out second. Two-time California State Champion Steve Lucero quickly went by Hicks, but he could not hold the young rider off. Before the lap ended, they were side by side in a battle for second.

With Hicks an Lucero duking it out, Faria managed to put a cushion between himself and the second place battlers. Hicks drifted wide in turn two on the second revolution and that allowed Lucero to motor away in second. Even though he had second to himself, Lucero was almost a half straight behind Faria when the event reached the halfway point.

Faria did the damage early and did not face another challenge all the way to the Paul Neighbors' checkered. Lucero finished a distant second with Hicks and Manchester rounding out the field.

After his third place finish in the Scratch main, referee Jim Fishback put Hicks on two minutes before the start of the Handicap main. He noticed that the 22-year-old did not have a required chain guard on. Hicks' crew quickly put on the guard and Hicks rejoined the field for the start. Gary Ackroyd grabbed the lead from the short yardage over Jessee Finch and John Aden. Rob Pfetzing and Don Odom passed Aden in the first bend. That put them in third and fourth, but Odom slid out and fell in turn three. He remounted, but was far behind the pack.

Finch was all over Ackroyd and nearly got by when Ackroyd parked in turn two. Hicks dropped out of the event on lap three when his bike quit. That advanced Bobby Schwartz to third.

Finch hung all over Ackroyd and waited for a mistake. In turn three on lap seven, the mistake came. Ackroyd parked and Finch tried to go inside of him. The two came together and Ackroyd caeened into the crashwall. A red flag came out and Finch received a penalty for knocking Ackroyd down.

The race restarted with the two laps left and Ackroyd in the lead. He looked like he was going to take the victory until the final bend when Schwartz came calling. The seasoned veteran kept the throttle pegged and he blew inside Ackroyd for the lead. A little more than a quarter lap later, Schwartz bagged his first ever Lake Perris win over Ackroyd and Pfetzing.

Results

SCRATCH: 1. Mike Faria (Wes); 2. Steve Lucero (Wes); 3. Gary Hicks (Wes); 4. Chris Manchester (Jaw).
HDCP: 1. Bobby Schwartz (Wes); 2. Gary Ackroyd (Wes); 3. Rob Pfetzing (Wes); 4. Josh Larsen (Gdn); 5. Don Odom (Wes).

Andrews aces Silver Creek MX

By Barbara and Loren Williams

MORGANTOWN, NC, MAY 25

Larry Andrews captured the Pro class win at Silver Creek Raceway's first Saturday night race of the season.

The Pro class gated with the 250cc B entrants to kick off the evening's entertainment, and for almost the entire first lap Andrews and William Wilson treated the crowd to side-by-side, bar-banging racing. When Andrews slid out in a turn and lost two positions, Wilson gained some breathing room and began to stretch out seconds on the rest of the combined field. Andrews was on the march, though, working his way through traffic until the only thing between himself and Wilson was empty track. Andrews moved in to pressure Wilson at the white flag. The last lap saw Andrews challenge at every turn and jump, while Wilson used every trick he knew to keep him behind. Blazing down the front straight to the creek sweeper, Wilson entered the turn a shade too hot and drifted just a bit wide. Andrews ducked inside and was able to hold first by a length at the checkered flag.

Joe Norder pulled the second moto holeshot, but quickly faded to fourth in the pack as Andrews, Silver Creek track owner Aaron Bollinger, and Wilson roared past. As the second lap began, Wilson closed up on the two front-runners, making it a threesome that struggled for advantage until the last lap. Wilson and Bollinger's tussle for second place slowed them just a tick, allowing Andrews to take the checkered first by two seconds. Because Bollinger rides his own track for fun and is never officially scored, Wilson came away with the runner-up spot.

David Stewart grabbed the holeshot in the first 125cc B moto and breezed to the win. Terry Ware was squeezed out in the first turn to the back of the pack, and was forced to use all his passing skills to make his way to the front in order to get a good view of Stewart. By lap four Ware had Stewart in his sights and began to reel him in, but ran out of time. Ware's valiant effort on the last stretch came up short by a length and the nod went to Stewart.

Ware gated second to Stewart in the second moto, and by the end of lap three, Ware had forged ahead. Ware made no mistakes for the rest of the race, taking the checkers first and claiming the overall win by virtue of a second-moto finish.

Results

50: 1. Wayne McLaughlin (Hon); 2. Matt Blevins (Itj); 3. Micah Baxter (Yam); 4. Jamey Hudson (Itj); 5. Josh Grogan (Hon).
65 7-11: 1. Joshua Summey (Kaw); 2. Wayne McLaughlin (Hon); 3. Chad Sherrill (Kaw); 4. Daniel Franklin (Hon).
JR MINI 7-11: 1. Jason Vanhorn (Hon); 2. Brad Edwards (Hon); 3. John Sain (Hon); 4. Markesha Hoyle (Hon); 5. Jered Black (Suz).
SR MINI: 1. Jason Sain (Hon); 2. Chris Parsons (Suz); 3. Shawn Jenne (Hon); 4. David Clark (Kaw); 5. John Myers (Kaw).
SCHBY: 1. Paige Hilliard (Hon); 2. Chris Parsons (Suz); 3. David Clark (Kaw); 4. Shawn Jenne (Hon); 5. Jason Sain (Hon).
ENDR: 1. Russell Epley (Yam); 2. Dan Keller (Yam); 3. Gary Gibbs (Hon); 4. Mike Callahan (Hon); 5. Jamey Hyatt (Yam).
PRO: 1. Larry Andrews (Suz); 2. William Wilson (Hon); 3. Ned Blackwelder (Suz); 4. Joe Norder (Kaw).
125 B: 1. Terry Ware (Hon); 2. David Stewart (Suz); 3. Kevin Simpson (Kaw); 4. Chris Clark (Hon); 5. Frankie Mullinax (Hon).
125 C: 1. Chris Stacey (Kaw); 2. Paige Hilliard (Hon); 3. Jim Torvinen (Hon); 4. Reagan Boone (Kaw); 5. Paul McDaniel (Hon).
125 D: 1. Kevin Brown (Hon); 2. Furman Parton (Suz); 3. Matt Harris (Suz); 4. Rex Robinson (Hon); 5. Shannon Huffman (Suz).
250 B: 1. Mike Keller (Hon); 2. Bobby Gilbert (Kaw); 3. Darrell Bailey (Hon).
250 C: 1. Jim McDaniel (Hon); 2. Kenneth Bailey (Hon); 3. Billy Ownbey (Kaw); 4. Matt Henderson (Hon); 5. Glen Chase (Kaw).

Rex Robinson (360) led Kevin Brown (508) in the 125cc D class at Silver Creek MX.

25+: 1. Kerry Jones (Suz); 2. Joe Norder (Kaw); 3. Travis Bell (Yam); 4. Dean Herrin (Kaw); 5. Bobby Gilbert (Kaw).
OPEN: 1. Dean Herrin (Kaw); 2. Larry Sparks (Hon); 3. Keith Cornwell (Kaw); 4. Roger Lineberger (Kaw); 5. Charles Martin (Hon).
U/L AM: 1. Mike Keller (Hon); 2. Darell Bailey (Hon); 3. Jim McDaniel (Hon); 4. Terry Ware (Hon); 5. Glen Chase (Kaw).
30+: 1. Kerry Jones (Suz); 2. Jeff Sturtevant (Suz); 3. Tony Rhodes (Yam); 4. Richard Hicks Jr. (Kaw); 5. Mike Blevins (Yam).

Smith smokes PAL MX

By Mike Vancil

SANTA CLARA, CA, MAY 25

Kirk Smith turned in two come-from-behind victory performances to take top honors in the Open Pro class at the Club Moto event held at the Police Athletic League track.

Smith topped Glenn Harrison and Shawn McConn in the first moto. Late in moto two, McConn exited the track with a mechanical woe. Giving the Pros a run for their money was Vet Pro, Irv Achziger, who mixed it up with the younger riders. The six Vet Pros were scored separately, but were started on the same gate. In both motos, Achziger rode like a youngster. John Dauth finished second overall in the Vet Pro class.

Results

P/W 50: 1. Anthony Houser (Yam); 2. Robert Matelco (Yam); 3. Stephen Hernandez (Yam); 4. Kyle Vachon (Yam).
P/W 50 MOD: 1. Randy Norman (Yam); 2. Justin Guzman (Yam).
P/W 60 BEG: 1. Michael Hernandez (Kaw).
P/W 50 NOV: 1. Joey Allan (Kaw).
MINI 80 BEG: 1. Dennis Springs (Kaw); 2. Brian Jenkins (Hon); 3. Brian Roberts (Kaw); 4. Eric Sorensen (Hon); 5. Chad Hodges (Kaw).
MINI 80 NOV: 1. Marc Hendersen (Suz); 2. Chad Burleson (Hon); 3. Ben Shank (Suz).
125 BEG: 1. Brad Axelrod (Kaw); 2. Greg Ohlsen (Kaw); 3. Steve Kyramarios (Yam); 4. Mike Hernandez (Kaw); 5. Tyler Patten (Hon).
125 NOV: 1. Jake Windham (Kaw); 2. Aaron Cantrelle (Hon); 3. Glen Murata (Yam); 4. Greg Norman (Hon); 5. Mike Morgan (Hon).
125 INT: 1. Troy Cardiel (Suz); 2. Mark Klauser (Kaw).
250 BEG: 1. Art Anchondo (Yam); 2. Del Citrino (Hon); 3. Steeve Wallace (Hon); 4. Alfred Bayona (Hon); 5. Jim Clizbe (Kaw).
250 NOV: 1. Paul Armando (Hon); 2. Jake Anderson (Yam); 3. David Berg (Hon); 4. Randy Alvarado (Yam); 5. Scott Averill (Suz).
250 INT: 1. Mike Minjares (Hon); 2. Stephen Hulse (Suz); 3. Steve Matlock (Yam); 4. Dave Kopels (Suz).
OPEN BEG: 1. Dave Matheson (Hon); 2. John Niewoehner (Hon); 3. Mike Robertson (Hon); 4. Joey Browning (Hon); 5. Martin Nepper (KTM).
OPEN NOV: 1.Alan Brunk (Hon); 2. Edward Kelly (Kaw).
OPEN INT: 1. Mike Minjares (Hon); 2. Randy Gavron (Hon).
UTH BEG: 1. Steve Kyramarios (Yam).
UTH NOV: 1. John Zender (Yam); 2. Jody Helgeson (Hon); 3. Scott Mallory (Hon).
UTH INT: 1. Kurt Jorgensen (Hon); 2. Stephen Hulse (Suz); 3. Bin Avery (Kaw); 4. Steve Matlock (Yam); 5. Todd Luksa (Hon).
F-STRK: 1. Peter Crowell (Hon); 2. Mike Hawkins (Suz); 3. Jerry Page (Hon).
VET BEG: 1. Jesse Guyman (Kaw); 2. Robert Fields (Hon); 3. Alex Chellew (Yam); 4. Greg McKenzie (Yam); 5. Alan Brunk (Hon).
VET INT: 1. Craig Christian (Yam); 2. Dave Zollo (Suz); 3. Jerry Wohlgemuth (Hon); 4. Tim Alvarado (Yam).
OT NOV: 1. Russ Paden (Suz); 2. Dennis Workman (ATK).
OT INT: 1. Russ Sears (Kaw); 2. Helmut Zarth (Mai).
LADY RACERS: 1. Shirlyn Smith (Hon); 2. Sophia Herrera (Kaw).
VET PRO: 1. Irv Achziger (Hon); 2. John Dauth (Kaw); 3. Scott Keller (Hon); 4. Steve Randazzo (Hon); 5. Brandon Baldwin (Suz).
PRO: 1. Kirk Smith (Kaw); 2. Glenn Harrison (Kaw); 3. Shawn McConn (Yam).

Mashue aces Gladwin Half Mile

By Grace DiBenedetto

GLADWIN, MI, JUNE 2

Rodney Mashue and his Honda were almost unstoppable, as he took double victories in the 500cc and Pro-Am classes at the Gladwin Half Mile. Mashue was going for a hat trick in the Combo but had a poor start after being sent back to the penalty line for jumping the gate.

Mike Babka and Paul Kops chased Mashue around the cushioned track in the 500cc A class but could never get close enough to seriously challenge him.

In the Pro-Am heat, the question was not so much would Mashue win the race, but rather would he lose his muffler? The answer to both questions was yes.

Mashue returned to the line for the final with a repaired muffler and showed the crowd how well it was holding by wheelying halfway down the front straightaway to grab the checkered flag. After his poor start in the Combo off the penalty line, Mashue had worked his way up through traffic and by lap four had taken over the runner-up position. Scott Buchan, who was leading the race, must have felt Mashue coming, as he tucked down low and became one with his Harley-Davidson on the backstretch. Mashue had closed up the hole considerably but when the checkered flag dropped it was still Buchan out in front.

Results

50: 1. Trevor Holloway (Yam); 2. Justin Humphries (Yam); 3. Bryan Smith (Yam); 4. Doug Lawrence (Yam).
65: 1. Brandon Rose (Kaw); 2. Mike Forro (Kaw); 3. Trevor Hollaway (Kaw) 4. Billy Humphries (Kaw); 5. Brett Pankey (Kaw).
85: 1. Bryan Bigelow (Kaw); 2. Jason Sentell (Kaw); 3. Brandon Rose (Yam); 4. Jeff Randolph (Kaw); 5. Scott Sargent (Kaw).
200: 1. Bryan Bigelow (Yam); 2. Jason Sentell (Kaw); 3. James Krell (Suz); 4. Jarimia Becker (Kaw); 5. Chad Davis (Kaw).
250: 1. Kirk Wirick (Kaw); 2. Joel Grannitico (Yam); 3. Harry Bosely (Yam); 4. Mike Carriere (Yam); 5. Pat Towler (Yam).
250 DTX: 1. Dany Cross (Yam); 2. Mike Randolph (Yam); 3. Tim Crall (Yam); 4. Dave Phibbs (Hon); 5. Greg Murphy.
500 DTX: 1. Ray Charbonneau (KTM); 2. Jack Overfield (Hon); 3. Tony Van Wert (Yam).
500 B: 1. Criag Parkinson (Hon); 2. Matt Schoonover (H-D); 3. Ryan Brown (H-D); 4. Travis Molesworth (Rtx); 5. Mark Froelich (Rtx).
500 A: 1. Rodney Mashue (Hon); 2. Mike Babka (Yam); 3. Paul Kops (ATK); 4. Don Dawe (Hon); 5. Mike Dickerson (Hon).
TWIN: 1. Merylyn Wertz (Tri); 2. William Wertz (Tri); 3. John Kolenda (H-D); 4. Ross Ribinson (BSA); 5. Kerry Klug (BSA).
OPEN: 1. Dave Kolenda (Rtx); 2. Duane Stanick (KTM); 3. Mike Kolenda (Hon); 4. Wayne Young (H-D); 5. Harold Snapp (Yam).
VET (30-39): 1. Dave Kolenda (Rtx); 2. Duane Stanick (KTM); 3. Mark Davison (H-D); 4. Mike Babka (Yam); 5. Donald Dawe (Hon).
SR: 1. Merly Wertz (Tri); 2. William Wertz (Tri); 3. Rocky Watson (Hon); 4. Doug Lawrence (Yam); 5. Larry Schaidt (Rtx).
PRO-AM 500: 1. Rodney Mashue (Hon); 2. Jack Mayer Jr. (W-R); 3. Ronald Forstner (Hon); 4. Joel Lane (Hon); 5. Paul Kops (ATK).
PRO-AM 600: 1. Scott Buchan (H-D); 2. Jack Mayer (W-R); 3. Mark Davidson (H-D); 4. Bill Russell (Hon); 5. Jerry Sulek (Tri).
COMBO: 1. Scott Buchan (H-D); 2. Rodney Mashue (Hon); 3. Dave Kolenda (Rtx); 4. Jack Mayer Jr. (W-R); 5. Ronald Forstner (Hon).
400: 1. Rick Parkinson (Suz); 2. Paul Wackerle (KTM); 3. Lonnie Wadle (Yam); 4. Dan Diener (Bul); 5. Tom Harper (Bul).

McElroy romps to Pymatuning Motocross win

By Peggy Adamic

LINNESVILLE, PA, MAY 31

Brian McElroy scored a pair of perfect moto finishes in the combined 125/250cc Expert class at Pymatuning Holeshot Raceway.

McElroy holeshot moto one ahead of Brad Quear, Craig Martin and Keith Perry. Once through the first turn, McElroy never looked back and rode a flawless start-to-finish race. Quear held second throughout the eight-lap moto on his Husky. Perry chased Martin until mid-moto, when he motored into third. McElroy held a seven-second lead ahead of Quear at the checkered flag. Perry was third, with Martin and Chuck Nicholson rounding out the top five.

In moto two, McElroy was again untouchable in his start-to-finish romp in the Expert class. Quear again played runner-up while Martin, Perry and Nicholson diced for third. Martin was third out of the hole, with Perry on his rear wheel. One lap into the race, Perry had dispensed of Martin and set his sights on Quear. Martin lost another spot as Nicholson motored into fourth on lap three. McElroy was out to a 17-second lead, ahead of Quear, Perry and Nicholson. Nicholson camped on Perry's rear wheel for the final two laps of the moto, and passed for third

LOCAL EVENTS

Todd Werhanowicz (47) led Steve Meier (147) in the Beginner class at Carlsbad MX.

with less than a half lap to the checkers. Martin rounded out the top five.

Ron Flick landed the overall victory in the 125cc C class, scoring 2-1 moto finishes. Flick took the lead off the line in moto one, ahead of Bruce Uhl, Joel Bator and Marc Baumann. The top four riders held their positions through lap four of the five-lap race, until Uhl turned up the throttle and passed Flick for the win. Bator, Baumann and Jim Griffith rounded out the top five.

Flick was back out front to start moto two. Uhl held second for the first half lap, until Bator powered into second. Bator, Uhl and Baumann ran a three lap, tire-to-tire race for second with Uhl motoring ahead of Bator less than a half lap from the finish. Flick took the win, while Uhl ran out of time and finished second. Baumann, Bator and Rick Ray were next under the checkered flag.

Results

50: 1.D. Espenschied (Yam); 2. Troy Coventry (Suz); 3. Jacob Hagy (Yam).
SCHBY: 1. Brent Abel (Hon); 2. Adam Bechdel (Kaw).
125 C: 1. Ron Flick (Suz); 2. Bruce Uhl (Hon); 3. Marc Baumann (Kaw); 4. Joel Bator (Kaw); 5. Jim Griffith (Kaw).
PLUS 25: 1. Jeff Johnson (Yam); 2. John Bell (Hon); 3. Chris Rolling (Kaw); 4. Steve Wilmington (Kaw); 5. Bob Harrington (Yam).
SR 2: 1. Robert Hall (KTM); 2. Chuck Barragato (Suz).
JR MINI: 1. Bret Marinko (Yam); 2. Joe Dillon (Kaw).
EX: 1. Greg Wheeler (Hon); 2. David Hand (Hon); 3. Bill Ball (Hon); 4. Joe Benyak (Suz); 5. Jeff McCune (Suz).
250 B: 1. Sandy Parisi (Suz); 2. Dave Blauman (Hon); 3. Jamie Herman (Hon); 4. Bob Harrington (Yam); 5. Rob McClain (Hon).
OPEN B/C: 1. Jeff Johnson (Yam); 2. Les Etzwizer (Hon); 3. Jason Hall (KTM); 4. Greg Irwin (Hon); 5. Mike Hause (Hon).
SR MINI: 1. Adam Bechdel (Kaw); 2. Shawn Rohr (Suz); 3. Jason Snyder (Kaw); 4. Sam Yanitelli (Hon); 5. Tim Nelson (Kaw).
125 B: 1. Bob McCormick (Hon); 2. Chuck Francisco (Suz); 3. Bretn Abel (Hon); 4. Steve Crawford (Hon); 5. Anthony Revels (Suz).
250 C: 1. Ty Myers (Kaw); 2. John Evola (Suz); 3. Steve Ray (Yam); 4. Herbert Perkins (Suz); 5. Todd Sylvester (Yam).
SR I: 1. Carl Hand (Hon); 2. Dave Blauman (Hon); 3. Wayne Mintzlaff (Hon); 4. Rick Hopkins (Suz); 5. David Angie (Hon).

Clark cleans up at Midway MX

By Rolfe Otterness

KELLOGG, MN, MAY 26

Marty Clark aced both motos of the Open A class to take the win at Midway Recreation Park MX. Jay Hoenk did his best to deny Clark the victory, but ended the day as runner-up.

Hoenk powered to the front in the first moto, with Clark second. Clark settled into a pace that kept Hoenk in sight, but did not push him in the early part of the race. At the halfway mark he closed in and began to pressure the leader. Hoenk tried to gain some time by taking the big triple jump on the back side of the course. Hoenk cleared the jump, only to overshoot the next corner. Clark made the pass while Hoenk re-entered the track a few feet behind. Clark took the checkered followed by Hoenk, Jack Parenteau and Dave Jendro.

Hoenk and Clark renewed their duel in the second moto, as Hoenk held the initial lead. Clark held back slightly on the first two laps, then poured on the pressure. On the last lap, the leaders encountered some lappers and Clark drew alongside Hoenk over the double. Clark used the lappers to his advantage, and took the lead down the next straight. Hoenk jumped in a last attempt at the win, but overshot the following corner and slid out. Clark scored the victory. Parenteau and Jendro trailed Hoenk at the checkered.

In the highly competitive 25 Plus class, Chris Hughes jumped off the line to hold an early lead in moto one. Brad Erickson and Alan Stevenson gave chase in second and third. Bryan Hunt seemed to be the fastest rider on the track, as he moved through traffic after a poor start and into second. Hughes went down and Hunt was off to take the checkered two laps later. Stevenson and Erickson also got by, while Hughes restarted his bike in time to retain fourth ahead of Robert Bergstrom.

Aaron Kolb pulled a good holeshot in the next moto, but Hunt displaced him for the lead on the first lap. Hunt maintained a safe margin to take the win as Bergstrom took second. Stevenson displaced Kolb near the halfway point for third.

Results

MINI P/W: 1. Mike Kann; 2. Ryan Megaw; 3. Justin Peitier.
MINI JR: 1. Aaron Huppert; 2. Lance Cunningham; 3. Mike Clark.
MINI SR: 1. Shawn Wehlage; 2. Craig Cunningham; 3. Shelly Kann.
YTH: 1. Aaron Carlson; 2. James Povolny; 3. Tim Pospisil.
25 PLUS: 1. Bryan Hunt; 2. Alan Stevensen; 3. Robert Bergstrom.
VET C: 1. Roger Schelhammer; 2. Michael Scheppke; 3. Jeff Hahnen.
VET A: 1. Mickey Mickelson; 2. Randy Nagel; 3. Jack Parenteau.
SR: 1. Allen Staige; 2. Tom Clark; 3. Louis Kyte.
125 C D-1: 1. Ben George; 2. Mike Kiese; 3. Ricky Schugel.
125 C D-2: 1. Jamie Fahrendholz; 2. Brent Stevenson; 3. Steve Klar.
125 B: 1. Aaron Carlson; 2. James Povolny; 3. Mike Masters.
125 A: 1. Cory Keeney; 2. Robbie Engstrom; 3. Corey Holcomb.
250 C D-1: 1. Bob Heina; 2. Doug Norisch; 3. Brad Emerson.
250 C D-2: 1. Jestin Olson; 2. Troy Jech; 3. Mark Niska.
250 B: 1. Brian Wilson; 2. Tim Pospisil; 3. Monte Megaw.
250 A: 1. Cory Keeney; 2. Eric Metzger; 3. Duane Kuiken.
OPEN C: 1. Gary Pangburn; 2. Jason Mikulski; 3. Jeff Hahnen.
OPEN A: 1. Marty Clark; 2. Jay Hoenk; 3. Jack Parenteau.

Ermolenko conquers at Lake Perris Speedway

By Scott Daloisio

LAKE PERRIS, CA, MAY 16

Sam Ermolenko turned in the best ride to date at Lake Perris Speedway and won the Scratch main.

Ermolenko got off the line last and trailed National Champion Mike Faria, Phil Collins and Steve Lucero through the first lap. The wily veteran began his move to the front on the second circuit when he slid inside Lucero as they exited turn two. Ermolenko then let his Shoei/Smith/Cirello Racing/HL1 Lubricants GM drift to the wall in the middle of the chute and fooled everyone when he made a hard left-hand turn and drove back to the pole. He went past Faria and momentarily shot ahead of Collins. Collins beat him back to the line, but the table was set for a lead change.

Lucero passed Faria in turn one on the second lap and an instant later Collins parked on the cushion and Ermolenko breezed inside for the lead and was gone. Lucero's hold on second didn't last long as he drifted wide and Faria went back underneath. Faria went after Collins and with Ermolenko racing away, the fans switched their attention to the battle for second. On the last lap, Faria inched past Collins on the back chute. Ermolenko bagged the win with Collins coming back past Faria to take second by a spoke.

In Handicap action, rookie John Aden pushed his KAT Equipment Rental/Design's Royale/Jim's Towing/RACE King Jawa to the front and never looked back. Don Odom manned second with Ermolenko third at the outset. Odom crept close to the leader on lap three, but a wheelie a lap later dropped him far behind. Odom slowly made up ground, and on the final circuit he came to the pole and began reeling Aden in. Off the final turn, Odom stayed low and got a big drive, then pulled alongside Aden for a photo finish. The win went to Aden by less than six inches as Odom placed second with Ermolenko third and Lucero fourth.

In the Sidecar main, leaders Parke Weaver and Ernst Kueng parked and stalled on the final lap and handed the win to Randy McIntyre and Robert Fox. Ross Millar and Dale Leeder finished second.

Results

SCRATCH: 1. Sam Ermolenko (GM); 2. Phil Collins (Wes); 3. Mike Faria (Wes); 4. Steve Lucero (Wes).
HDCP: 1. John Aden (Jaw); 2. Don Odom (Wes); 3. Sam Ermolenko (GM); 4. Steve Lucero (Wes).
D-2: 1. Doug Greyson (Wes); 2. Rick Webb (Wes); 3. Jerry Black (Wes); 4. Kevin Rubio (GM).
JR: 1. Fred Timberlake; 2. Heath Hammonds; 3. Stephen Downing; 4. Chris Werner.
SDCAR: 1. Randy McIntyre/Robert Fox (Kaw); 2. Ross Millar/Dale Leeder (Kaw); 3. Parke Weaver/Ernst Kueng (Kaw); 4. Kenny McIntyre/Les Kecham (Kaw).

Meier motors to Carlsbad MX win

By Dave Burgess

CARLSBAD, CA, JUNE 9

Steve Meier charged to the overall victory in the 125cc Beginner class at the Racing Enterprises Saturday MX at Carlsbad Raceway.

Bobby Allen, riding a modified Kawaskai KX80 big wheel, holeshot the first moto ahead of Justin Lusian, Josh Eder and Meier. Allen was on the gas and began to stretch out to a big lead, while Meier began to slice his way past riders towards the front. Lusian, who has just moved up from the 80cc bikes, was riding well but was no match for Meier as he shot by and set out after leader Allen. Meier closed the gap but ran out of time as Allen took the checkered flag first ahead of Meier, Lusian and Eder.

Meier came out smoking for moto two and grabbed the early lead with Allen and Lusian in tow. Allen was pressuring for the lead early and went down hard in a slippery corner. Allen remounted slowly, but was soon up to speed and moving through the pack. Meier was in control as he took the win in style ahead of Allen, Lusian and Eder.

Pro class action saw Billy Frank and Brian Manley stage a two-moto, 24-lap dogfight that saw the lead exchanged several times. When the dust settled it was Frank with the second moto win to claim the overall victory ahead of Manley and Dan Berg.

Results

80 BEG: 1. Alex Schlaefli (Kaw); 2. Jake Stag (Kaw); 3.Jeff Edwarrds (Yam).
125 BEG: 1. Steve Meier (Kaw); 2. Bobby Allen (Kaw); 3. Justin Lusian (Suz); 4. Josh Eder (Hon).
125 JR: 1. Greg Grieshaber (Kaw); 2. Sean Rundle (Suz); 3. Scott Highland (Suz); 4. Lars Erik Larsson (Yam); 5. David Jenkins (Suz).
250 BEG: 1. Todd Werhanowicz (Suz); 2. Marcus Messina (Suz); 3. Cam Cameron (Yam); 4. Donny Lourenco (Hon); 5. Jeff Parks (Hon).
250 JR: 1. Duane Potts (Hon); 2. Willi Zarth (KTM); 3. Greg Wheat (Hon); 4. Darren Scott (Kaw); 5. Nick Abato (Yam).
25-29 INT: 1. Mike Seeley (Kaw).
VET BEG: 1. Michael Ronk (Suz); 2. John Lefevre (Hus); 3. Gary Cox (Yam); 4. Rich Coon (Hod); 5. Cam Cameron (Yam).
BOMBER: 1. Robert Failing (Yam); 2. Keith Brown (Mai).
VET JR: 1. Bill Payne (Hon); 2. Dana Slater (Hon); 3. Greg Erickson (Kaw); 4. Rick Lungren (Hon); 5. Jeff Grovom (Hon).
VET INT: 1. Brad Sherrill (Hon); 2. Donald Leib (Hon); 3. Marc Crosby (Yam); 4. Jim Beaty (Hon); 5. Scott Bell (Hon).
VET EX: 1. Robert Wilshire (ATK); 2. Jon Miller (Hon); 3. Robert Failing (Hon).
VET PRO: 1. Pete Murray (Suz); 2. Mike Tripes (Kaw); 3. Tim Lunde (Hon); 4. Clark Jones (Yam); 5. Jim Odle (Hon).
250 INT: 1. James DeRidder (Suz); 2. Ian Fitzgibbon (Hon); 3. Ignacio Rivera (Hon); 4. Ulf Johansson (Hon).
500 BEG: 1. Daniel Daughtary (KTM); 2. Andrew Wright (Hon); 3. Edwin Bungecord (ATK); 4. Tom Frazier (Hon).
500 JR: 1. Chris Perez (Hon); 2. Rick Price (KTM).
500 INT: 1. Robert Wilshire (ATK); 2. Robert Failing (Hon); 3. Todd Freistat (Hon).
PRO: 1. Billy Frank (Hon); 2. Brian Manley (Yam); 3. Dan Berg (kaw); 4. Paul Cortez (Hon); 5. Jim Chamberlain (Suz).
25-29 BEG: 1. Marshall Dunham (Kaw); 2. Tom Brinegarr (Hon); 3. Cheri Featheringill (Kaw).
25-29 JR: 1. Willi Zarth (KTM); 2. Scott Highland (Suz); 3. Jon Gough (Kaw); 4. Ronnie Northip (Yam); 5. John Dudas (Yam).
OT JR: 1. Robert Berdyck (Hon); 2. Frank Derby (Yam).
OT INT: 1. Dennis David (Kaw); 2. Clive Cheffins (Hon); 3. Frank Benacka (Yam); 4. Dennis Holladay (Yam); 5. Dan Featheringill (Kaw).
OT EX: 1. Alan Olson (Kaw); 2. Lyle Sweeter (Hon); 3. Steve Bussell (Hon); 4. Frank Steiner (Hon); 5. Lars Larsson (Yam).

Young potent at Perris MX

By Tony Alessi

PERRIS, CA, MAY 27

Mike Young won three of the four Pro class motos he entered during the 3rd Annual Pro Circuit/GFI Memorial Day extravaganza held at Perris Raceway.

In the first 125cc Pro moto, Young tracked down and patiently waited for the perfect moment to pass early race leader Dana Wiggins. The pass came on the third lap, after which Young simply rode away to victory. Wiggins held on to second, topping Billy Felts and Scotty Bristol.

Jeff Scott jumped the gate in the second moto and led for two turns before crashing out of control in a tight set of turns. Young quickly picked up the lead and within three laps opened a five-second gap over Tony Amaradio and Felts, who were battling closely for second. Halfway through the moto, Young's Race Tech/La Habra Suzuki developed a rear flat. Young slowed his pace but continued to ride in the attack position all the way to the moto victory. Amaradio and Felts finished second and third.

The competition proved much stiffer in the 250cc Pro class for Young as he found himself third at the end of the first lap behind Billy Frank and Brian Manley.

Besides having to keep pace with the leaders, Young was also forced to deal with Shaun Kalos who was knocking hard on his back door. Young displaced Manley early in the race, then attacked leader Frank for the remainder of the moto which resulted in a last-lap pass for the moto win. Frank finished second followed by Kalos.

Frank again took the holeshot during the second moto with Kalos and Young in tow. Kalos quickly put the moves on Frank as did Young a few laps later and set the stage for a face-off between Kalos and Young for first. Kalos kept a two-second lead on Young, holding him in check up to the finish. Young managed to prevail as the overall winner based on a more consistent set of motos while Kalos finished second overall and Frank was third.

Results

50 FIRST TIMER: 1. Paul Nunez (Yam); 2. Tyson Talkington (Yam); 3. Michael Hale (Hon); 4. Jillian Bennett (Yam).
50 D-1: 1. Vance Freeman (Yam); 2. Emitt Kling (Itj); 3. Scott Howe (Yam); 4. Danny Pettingill (Yam).
50 STK D-2 A: 1. Ty Renshaw (Yam); 2. Tyson Burmeister (Yam); 3. Chris Lightfoot (Suz); 4. Daniel Legg (Yam); 5. Derrick McClintock (Yam).
50 STK D-2 B: 1. Stewart Kane (Yam); 2. Heather Matthews (Yam); 3. Derek Downey (Yam); 4. Victor Nunez (Yam); 5. Davern Freeman (Yam).
50 MOD: 1. Roland Rodriquez (Yam); 2. Emitt Kling (Itj); 3. Eric Wood (Yam); 4. Vance Freeman (Yam); 5. Scott Howe (Yam).
60 0-8: 1. Chris McNatt (Kaw); 2. Sean Hamblin (Kaw); 3. Josh Ortega (Kaw); 4. Roland Rodriquez (Kaw); 5. Chris Panek (Kaw).
60 9-11: 1. Bryan McGavran (Kaw); 2. Jonathon Schmidt (Kaw); 3. Tony Pesaniello (Kaw); 4. Mark Johnson (Kaw).
80 BEG: 1. Reginald Mitchell (Suz); 2. Jiri Dostal (Suz); 3. Jerry Aleman (Suz); 4. Mike Nickel (Suz); 5. Glenn Branson (Suz).
80 NOV: 1. Chuck Enscoe (Suz); 2. Sammy Davis (Hon); 3. Joshua Amarradio (Hon); 4. Cory Sievers (Suz).
80 EX: 1. Mike Metzger (Suz); 2. Larry Linkogle (Suz).
125 BEG: 1. Bobby Allen (Kaw); 2. Raymond Bowers (Kaw); 3. Max Nelson (Yam); 4. Joe Fernandez (Suz); 5. Paul Kellen (Suz).
125 NOV: 1. Lawrence Lewis (Yam); 2. Richard Stevens (Hon); 3. Matt Bateman (Yam); 4. Dave Ferrier (Kaw); 5. Roger Huptman (Suz).
125 INT: 1. Billy Mercier (Hon); 2. Donald Upton (Hon); 3. Todd Davis (Hon); 4. Timmy Staufenbiel (Hon); 5. Mike Metger (Suz).
125 PRO: 1. Mike Young (Suz); 2. Billy Felts (Kaw); 3. Dana Wiggins (Yam); 4. Tony Amaradio (Yam); 5. Dave Castillo (Suz).
250 BEG D-1: 1. Kelly Howard (Kaw); 2. Jim Thrift (Kaw); 3. Gary Harada (Suz); 4. Bret Milan (Kaw); 5. Charles Meyer (Hon).
250 BEG D-2: 1. Cameron Steele (Suz); 2. Chris Hansel (Yam); 3. Richard Oliver (Kaw); 4. Tom Colitt (Kaw); 5. Rusty Montgomery (Yam).
250 NOV: 1. Jim Spotts (Yam); 2. Matt Bateman (Yam); 3. Randy Rush (Hon); 4. Warren Witt (Suz); 5. Robert Fiesler (Hon).
250 INT: 1. Timmy Staufenbeil (Hon); 2. Steve Drew (Yam); 3. Levi Noble (Kaw); 4. Aaron Wenstrup (Suz); 5. Tony Spear (Suz).
250 PRO: 1. Mike Young (Suz); 2. Shaun Kalos (Kaw); 3. Billy Frank (Hon); 4. Brian Manley (Hon); 5. Gordon Ward (Hon).
500 BEG: 1. Jeff Henderson (Hon); 2. Eddie Reyes (Hon); 3. Troy Cunnington (Hon); 4. Dean Brown (Hon).
500 NOV: 1. Randy Panlin (Hon); 2. Mike Maniscalchi (ATK); 3. Eric Christiansen (Hon); 4. Michael Talkington (Hon); 5. Mark Strout (Hon).
500 INT: 1. Bryan Curtis (Hon); 2. Donn Sarian (Hon); 3. Dan Paulson (Kaw).
25-29 BEG: 1. Chris Hansel (Yam); 2. Jeff Henderson (Hon); 3. Paul Kellen (Yam); 4. Gary Harada (Suz); 5. Matt Nelson (Suz).
25-29 NOV: 1. Jeff Eary (Hon); 2. Jeff Blackmore (Yam); 3. Dattern Clifford (Yam); 4. Gregg Coy (Hon); 5. Jim Willmon (Hon).
25-29 INT: 1. Steve Piattoni (Suz); 2. Randy Danylo; 3. Ian Fitz-Gibbon (Hon); 4. Scott McKey (ATK); 5. Jeff Lucas (Suz).
VET NOV D-1: 1. Brian Renshaw (Yam); 2. Terry Varne (Yam); 3. Lou Soto (Kaw); 4. Roland Rodriquez (Yam); 5. Ron Stebe (Yam).
VET NOV D-2: 1. Mike Marshall (Hon); 2. Jeff Young (Hon); 3. Mark Gleakl (Kaw0; 4. Mark Stroup (Hon); 5. Frank Thomason (Yam).
VET INT: 1. Donald Leib (Hon); 2. Mark Olson (Hon); 3. Alan Olson (KTM); 4. Willy Haney (Hon); 5. Rick Richards (Kaw).
VET PRO: 1. Gregg Young (Hon); 2. Steve Wiseman (Hon); 3. Clark Jones (Yam); 4. Chuck Miller (Hon); 5. Steve Banning (Hon).
40+ OT NOV: 1. Danny Fields (Yam); 2. Greg Rogers (KTM); 3. T.R. Sisson (Hon); 4. Rick Oliver (Yam); 5. Gale Webb (Hon).
40+ OT INT: 1. Ron Tuzinski (Hon); 2. Adrian Mesa (Hon); 3. Dennis Davis (Kaw); 4. Carl Powell (Kaw); 5. Greg Preston (Hon).
40+ OT EX: 1. George Kogler (Kaw); 2. Randy Minter (Yam); 3. Marvin Olson (Yam); 4. Jody Weisel (Yam); 5. Alan Olson (KTM).
TEAM RACE: 1. Manley/Varner (Hon); 2. Steel/Steel (Suz); 3. Bones/Goat; 4. Cot/Davis (Suz); 5. Lewis/Staufenbeil (Hon).

Eadie eases to Boyd ST win

By Gary Kidd

BOYD, TX, JUNE 1

Gary Eadie slid to the Open Expert Short Track main event win at Boyd Raceway, aboard his Energy Services/Shoei-sponsored Harley-Davidson.

Eadie blasted off the line in the main event, with Marc Williams and Ty Howard close behind. While Eadie began to pull away, Williams and Howard engaged in a heated battle for second. Howard found his way past on lap five, and set after Eadie. Meanwhile, Clayton Hull made his way through the field and began to pressure Williams. Hull slid into third on lap eight, bumping Williams back to fourth. Eadie scored the win ahead of Howard, Hull and Williams.

Williams returned in the 250cc main, and

led Billy Kennedy and Casey Burton through the first turn. James Godfrey emerged from the pack on lap three and passed Burton for third. Up front, Williams maintained a steady pace and greeted the checkered flag in first place. Kennedy finished second, ahead of Godfrey and Burton.

Hull ripped off the line in the Trophy Dash, with Mark Young snapping at his rear fender. Young went wide on the back straight and Eadie snuck past. Although Eadie closed in on Hull, he was forced to settle for second. Hull took the win ahead of Eadie, Young and Williams.

Jason Tyer sped off the line in the 80cc main, with Alea Shinn hot on his tail. Shinn presssued Tyer for several laps, before Casey Smethers stormed out of nowhere to take over second. Smethers set after Tyer, but time ran out. Tyer scored the win ahead of Smethers and Shinn.

Results

ST
OPEN EX: 1. Al Eadie (H-D); 2. Ty Howard (Hon); 3. Clayton Hull (Hon); 4. Marc Williams (H-D); 5. Mark Young (H-D).
50: 1. Robby Shinn (Yam); 2. Chris Pizer (Yam); 3. Pete Hunter (Hon); 4. Jeffrey Pizer (Yam).
60: 1. Nicholas Godfrey (Kaw).
80: 1. Jason Tyer (Hon); 2. Casey Smethers (Yam); 3. Alea Shinn (Suz).
125: 1. Billy Kennedy (Kaw); 2. Brandon Atwood (Yam); 3. Trey Glasco (Yam).
250: 1. Marc Williams (Hon); 2. Billy Kennedy (Hon); 3. James Godfrey (Kaw); 4. Jason Thompson (Yam); 5. Kenny Etinger (Hon).
TT
50: 1. Robby Shinn (Yam); 2. Pete Hunter (Hon); 3. Chris Pizer (Yam).
60: 1. Nicholas Godfrey (Kaw).
80: 1. Jason Tyer (Hon); 2. Alea Shinn (Suz).
EX: 1. Clayton Hull (H-D).
M/C: 1. Bobby Shaw (Yam); 2. Jamie Stainton (Yam); 3. James Godfrey (Kaw); 4. Brandon Atwood (Yam); 5. Trey Glasco (Yam).
OVER 30: 1. Bobby Hull (Yam); 2. David Thompson (Yam); 3. James Young (Yam).

Liedberg tops Rock Springs MX

By Dale Bohm

ROCK SPRINGS, WY, JUNE 1
Newgate Honda/Wasatch Motocross Team member, Steve Liedberg was the man to beat at the West Central Regional Qualifier for Loretta Lynn's, held at Rock Springs MX. Liedberg posted perfect 1-1 moto finishes to blitz the 125cc A Stock class, and came back to claim the overall 250cc A Stock crown.

In the first 125cc A Stock moto, Liedberg grabbed the holeshot over Dan King, Chance Maughan and Corky Maughan. Corky was on the move and worked by Chance and King to claim second by lap two. Chris Cooksey was also on the move, and blew by King for fourth on lap three. Liedberg cruised out front, while Corky and Chance waged their own personal war for second. Corky grabbed second for good at the flag. Marlo Painter worked past Cooksey late in the race for fourth.

The second moto holeshot went to Corky Maughan, with Chance Maughan, Chris Cooksey, and Liedberg in hot pursuit. Liedberg wasted little time getting by Cooksey and Chance, then set out to reel in Corky. Liedberg caught Corky, and the two riders battled tooth and nail with Liedberg coming out on top. The finishing order read Liedberg, Corky Maughan, Chance Maughan, Chris Cooksey and Dan King.

In 250cc A action, Frampton grabbed the lead over Liedberg, Lance Walker, Brian Levitt, Corky Maughan and Brad Bolton. Liedberg held a close second, but couldn't make up the difference. Walker claimed third over Bolton and Levitt.

The second moto holeshot belonged to Liedberg, with Levitt, King, Bolton and Walker in chase. Frampton recovered from a mediocre start and picked off riders on his quest for the front. Bolton was also riding superb and picked off King and Levitt to move into second behind Liedberg. Frampton also worked by King and Levitt, then closed in on Bolton. Meanwhile, up front Liedberg was clicking off the laps and enjoyed a comfortable lead while Bolton tried to hold off Frampton. Liedberg held the first place position, but Bolton got away from Frampton and was closing in. Frampton dropped back to barely hold off Maughan at the checkered flag. The finish order read, Liedberg, Bolton, Frampton, Maughan and a hard-charging Lance Walker.

Results

60 A: 1. Keith Johnson; 2. Kevin Johnson; 3. Ace Cooley.
60 B: 1. Justin Delaware; 2. Rocky Delaware; 3. Joseph Guillen.
80 A: 1. Dustin Headman; 2. Jeremy Diel; 3. Brad Ballard.
80 B: 1. Ryan Clark; 2. Ryker Smith; 3. Jared Farnsworth.
250 A: 1. Steve Liedberg; 2. Brad Frampton; 3. Brad Bolton.
250 A STK: 1. Corky Maughan; 2. Chris White; 3. Chance Maughan.
OVER 25 C: 1. Andy HArvel; 2. Curtis Nilson; 3. Dan Garcia.
OVER 30 C: 1. Al Jones; 2. Chris Carson; 3. Doug Slade.
125 A STK: 1. Steve Liedberg; 2. Corky Maughan; 3. Chance Maughan.
125 B: 1. Russ Anderson; 2. Dustin Headman; 3. Robb Floth.
125 B STK: 1. Marlo Painter; 2. Bo Riddle; 3. Todd McMaster.
125 C: 1. Benny Painter; 2. Roy Avis; 3. Shane Ekins.
125 C QUAL: 1. Benny Painter; 2. Kipp Posey; 3. Tracy Sweet.
SCHBY: 1. Russ Anderson; 2. Troy Turner; 3. Brad Ballard.
250 B: 1. Robbie Taft; 2. Brad Sorensen; 3. David Babel.
250 B STK: 1. Marlo Painter; 2. Aaron Painter; 3. Shawn Chavez.
250 C: 1. Ron Duncombe; 2. Tucker Downs; 3. Darren Thomas.
85 7-11 STK: 1. Keith Johnson; 2. Jonathan Diel.
85 14-15 STK: 1. Dustin Headman; 2. Jeremy Diel; 3. Troy Turner.
85 12-13 STK: 1. Ryan Clark; 2. Kipp Posey; 3. David Anderson.
80 NOV 12-16: 1. Jason Chavez; 2. Jacob Rukavina; 3. Jason Lords.
80 NOV 7-11: 1. Keith Johnson; 2. Ryan Cook; 3. Brandon Centini.
OPEN A: 1. Mark Lundgreen; 2. Jeff Lundgreen.
OVER 30 A/B: 1. Randy Yates; 2. Ken Pederson.
OVER 25 A: 1. Brad Bolton; 2. Tracy Hill; 3. Sam Taylor.
OVER 25 B: 1. Jon Lison.
OPEN B: 1. Robbie Taft; 2. Bronson Newman.
OVER 40: 1. Gary Doggett; 2. Carl Weskamp; 3. Kenneth Weskamp.

Sassaman smokes Pine Grove TT

By Len Breech

PINE GROVE, PA, JUNE 2
Eric Sassaman smoked to the 250cc and Open A class wins at the Flying Dutchmen MC-hosted TT at Pine Grove Raceway.

Sassaman put his Penn State Cycles/Ken Himmelwright-sponsored Yamaha out front at the start of the 250cc main. Joe Bromley, Ken Hackman and Jim Haldeman chased after the leader, but to no avail. Sassaman extended his lead to the checkered flag, while Bromley and Hackman rounded out the top three finishers.

Sassaman rode a borrowed Yamaha to the win in the Open main, after his Honda developed mechanical woes. After feeling out the Yamaha in his heat, Sassaman ran and hid from the competition in the final. Joe and Billy Bromley argued over the runner-up position, with Joe prevailing. Sassaman scored the win ahead of Joe and Billy Bromley.

John Winsett was fastest off the line in the 85cc final, with Ricky Winsett, Mike McKee and Tom Skethway trailing. Ricky Winsett slipped into the lead on the second lap and quickly began to pull away. Ricky Winsett scored the win ahead of John Winsett.

Todd Winsett grabbed the lead at the start of the 200cc B final, with Kevin Miller, Chuck Blessing and Robert Dellan giving chase. On lap two, Donald Strohm blasted out of nowhere and took over third, but on lap three was involved in a pile-up caused by Blessing, who was running second. Winsett scored an easy win ahead of Chad Hackman and Mark Keslick.

Results

55: 1. William Russell (Hon); 2. James Owens (Yam); 3. Scott Morrison (Yam); 4. Robert Hatton (Suz); 5. Justin Imbody (Yam).
65: 1. Jake Johnson (Kaw); 2. Benjamin Miller (Yam); 3. Billy Stillwell (Kaw); 4. Eric Hackman (Yam).
85 A: 1. Ricky Winsett (Suz); 2. John Winsett (Suz).
85 B: 1. Mike McKee (Kaw); 2. Tom Skethway (Hon); 3. Joe Zydinsky (Yam); 4. Brandon Bills (Yam); 5. Donald Mullen (Yam).
200 A: 1. Ricky Winsett (Yam).
200 B: 1. Todd Winsett (Hon); 2. Chad Hackman (Yam); 3. Mark Keslick (Hon); 4. Nick Arment (Suz).
250 B: 1. Todd Winsett (Yam); 2. Kevin Miller (Suz); 3. Donald Strohm Jr. (Cav); 4. Robert Dellan (Hon); 5. Paul Shoemaker (Yam).
250 A: 1. Eric Sassaman (Yam); 2. Joe Bromley (Suz); 3. Jim Haldeman (KTM); 4. Raymond Jenkins (Yam); 5. Gary Deel (Bul).
SR 30+: 1. Steve Bromley (Suz); 2. Luke Zechman (Yam); 3. Joe Heberling (Yam); 4. Ted Marczyk (Hon); 5. Harold Brossman (Yam).
OPEN B: 1. Jack Franklin (Hon); 2. Rick Hawk (Yam); 3. Tom Hannum (H-D); 4. Todd Temple (Hon); 5. Ace Phillips (Hon).
SR 40+: 1. Luke Zechman (Yam); 2. Dennis Miller (Yam); 3. Wayne Franklin (Suz); 4. Glen Miller (Car); 5. Gilbert Deel (Bul).
OPEN A: 1. Eric Sassaman (Yam); 2. Joe Bromley (Suz); 3. Billy Bromley (Suz); 4. Joe Heberling (Yam); 5. Harold Brossman (Yam).

Upton leaps to Glen Helen Stadiumcross win

By Seymour Bettys

SAN BERNARDINO, CA, MAY 31
Donald Upton trounced the competition in the 125cc Intermediate class at the CMC-sanctioned night motocross races, held at Glen Helen OHV Park. Upton turned in two come-from-behind rides to score both moto wins.

Moto one saw Ryan Huffman nab the holeshot, ahead of David Cincotta, Roger Hurd and Upton. Upton wasted little time, and quickly sliced through the field. By the start of the second lap, Upton had scooted into second and began to pressure Johnson for the lead. Upton bounced past in a set of stadium whoops and set sail. The GP Construction/White Bros./Pro Circuit/Raceway Honda-backed rider pulled out to a commanding lead and sailed across the finish line ahead of Johnson, Cincotta, Hurd and John Blood.

Hurd stormed off the line at the start of moto two, while Upton was stuck in fourth, behind Blood and Johnson. Upton set a blazing pace, and quickly worked his way to the front of the pack. Once into the lead, Upton ran and hid from the pack. Upton scored the moto and overall wins, ahead of Hurd, Blood and Johnson.

In the same fashion as Upton, Paul Donnelly ran away with the win in the 250cc Junior class. Donnelly blasted off the line in the first moto, and was never seriously challenged for the lead. Dion Dennison fended off the charges of David Schmidt to score second place.

In moto two, Schmidt scored the holeshot, but Donnelly quickly motored his Race Tech/Shoei-backed Kawasaki into the lead. Once out front, Donnelly proceeded to pull away from Schmidt, who had his hands full with a hard-charging Tim Sharp. Donnelly scored the win, while Schmidt held on for second.

Roland Rodriguez zipped around the course and scored both moto wins in the Pee Wee Modified class. In both motos, Rodriguez stormed off the line on his Noleen-backed Yamaha ahead of Eric Wood and went on unchallenged. Wood finished second in both outings to earn runner-up honors, while Danny Petingill topped Derek Downey for third overall.

Ricky Winsett (11) beat John Winsett (47) in the 85cc A class at Pine Grove TT.

Results

P/W STK BEG: 1. Dylan Lord (Yam); 2. Ricky Tolson (Yam); 3. Brian McAfee (Hon); 4. Steven Hernandez (Yam); 5. Ricky Schaffner (ITJ).
P/W STK JR: 1. Scott Howe (Yam).
P/W MOD: 1. Roland Rodriguez (Yam); 2. Eric Wood (Yam); 3. Danny Petingill (Yam); 4. Derek Downey (Yam); 5. Scott Howe (Yam).
60 0-8: 1. Roland Rodriguez (Kaw); 2. Bryan Jaramillo (Kaw); 3. Eric Wood (Kaw).
60 9-11: 1. Bo Hernandez (Kaw); 2. Sean Jaramillo (Kaw).
80 BEG: 1. Cameron Berry (Hon); 2. David Senesco (Kaw); 3. Tony Epolito (Hon); 4. Joey Davis (Yam); 5. Jason Tarrant (Kaw).
80 JR: 1. Sammy Davis (Hon); 2. Steve Wisdom (KAw); 3. Joshua Amaradio (Hon).
80 OPEN: 1. Steve Wisdom (Kaw).
125 BEG: 1. Raymond Bowers (Kaw); 2. Steve Fulgham (Suz); 3. Max Nelson (Yam); 4. Mark Crocker (Kaw); 5. Glen Parrish (Hon).
125 JR: 1. Todd Gould (Suz); 2. Steve Van Sickle (Hon); 3. Mike Battista (SCR); 4. Kevin Pitts (Hon); 5. Don Gaddis (Suz).
125 INT: 1. Donald Upton (Hon); 2. Roger Hurd (Kaw); 3. Ryan Johnson (Hon); 4. David Cincotta (Hon); 5. Alex Paul (Suz)
125 PRO: 1. Jimmy Gaddis (Suz); 2. Chris Young (Suz); 3. Bubba Erickson (Suz); 4. Kyle Lewis (Yam); 5. Billy Felts (Kaw).
250 BEG: 1. Mark Romagnoli (Yam); 2. Kelly Howard (Kaw); 3. Steve Fulgham (Suz); 4. Kelly McDougall (Hon); 5. Richard Oliver (Kaw).
250 JR: 1. Paul Donnelly (Kaw); 2. David Schmidt (Suz); 3. Tim Sharp (Suz); 4. Mark Fitzgerald (Suz); 5. Dion Dennison (Hon).
250 INT: 1. JJ Petchel (Hon); 2. Ryan Johnson (Hon); 3. Nick Morgan (Suz).
250 PRO: 1. Jimmy Gaddis (Suz); 2. Kyle lewis (Yam); 3. Shaun Kalos (Kaw); 4. Chris Young (Suz); 5. Mark Easley (Yam).
500 INT: 1. Kelly Pichel (Kaw).
UTH JR: 1. Mark Walters (Yam); 2. Dave Eropkin (Kaw); 3. Robbie Keys (Yam).
VET JR: 1. Bob Graham (Suz); 2. Jim Stentz (Yam); 3. Bob Nunez (Yam); 4. Ray Simmons (Suz); 5. Jeff Smith (Hon).
VET INT: 1. Paul Donnelly (Kaw); 2. Terry Varner (Yam).

Ermolenko best at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, MAY 18
British League visitor Sam Ermolenko turned back all challengers and won a tight Scratch main at Speedway USA.

Ermolenko slid his Shoei/Smith Goggles/HL1 Lubricants/Cirello Racing GM into the lead at the start of the Scratch main but Josh Larsen went to the dirt and inched past him as they came off the second turn. By the time they hit turn three, Ermolenko had wrestled the lead away from Larsen and was fighting off an inside thrust by Faria.

When the first lap ended, Ermolenko had a one-length lead with Faria and Larsen elbow-to-elbow in second. Using the inside, Faria assigned Larsen back to third on lap two, and Brad Oxley also went by for the number three spot. Faria looked inside of Ermolenko all the way, hoping that he would drift off the pole. That never happened and when the checkered came out, it was Ermolenko by a length. Oxley ended up third with Larsen fourth as all four riders finished within five bike lengths of each other.

John Aden and Tony Bienert were the early pace setters in the eight-lap Handicap main. Oxley came through traffic from the back yardage and by the end of the first circuit was in third. Oxley quickly put away Bienert for second and then got a gift when Aden fell into the infield on lap two. Oxley steered the Miller Genuine Draft/Cirello Racing/Shockwave Designs/Cirello Racing/Mom & Dad Weslake off into the lead as Bienert moved into second. Ermolenko had worked his way up to third and then took second from Bienert. Just before the halfway point, Faria passed Ermolenko on the inside for second.

At the halfway mark, Oxley had a 40-foot lead over Faria. As the race progressed, Faria inched his way towards Oxley and caught him at the white flag. But Faria couldn't find a way past and Oxley took a well-deserved win over Faria. Ermolenko was a half straight back in third.

Results

SCRATCH: 1. Sam Ermolenko (GM); 2. Mike Faria (Wes); 3. Brad Oxley (Wes); 4. Josh Larsen (Gdn).
HDCP: 1. Brad Oxley (Wes); 2. Mike Faria (Wes); 3. Sam Ermolenko (GM); 4. Rob Pfetzing (Wes).
D-2: 1. Jerry Black (Wes).
D-3: 1. Rick Webb (Wes); 2. Joe Erhardt (Jaw); 3. David Nagy (Wes); 4. Mike Doyle (Jaw).
JR: 1. Fred Timberlake; 2. Pete Peralta; 3. Heath Hammonds; 4. Chris Werner.

Clarks clean up at Mankato MX

By Rolfe Otterness

MANKATO, MN, JUNE 2
The Clark family racing team burned up the track at the year's first Kato Cycle Club-promoted motocross, with Michael taking a win in the Mini Junior class; Marty taking first place in the 250cc A and second in the Open A, while Tom scored third in the Senior class. Two riders managed to snare two first place trophies for the day, Jamie Fahrendholz in the Youth and 125cc C divisions and Brian Wilson in the 250cc B and Open C classes.

The Mankato area had been hard hit with rain in recent weeks but with good weather on Saturday and some bulldozer work the track was prepared for racing. Some recently constructed jumps rutted up badly due to the soft soil, but for the most part the track was in very good condition for the 200 riders that signed up for this AMA District 23 event.

The Open A class turned out to be a battle between Veteran A champ Brian Carney and Marty Clark. Open A and C ran combined and Brian Wilson pulled the holeshot. Carney soon delegated him to second place and began to build a lead. Clark overshot the berm at the bottom of a downhill near the end of the first lap and lost time re-entering the track but soon blew through traffic and closed in on Wilson near the finish line. He used a good inside maneuver to make the pass over the finish line jump and with clear sailing began to reel in Carney. Several laps later he closed in and squared off a turn to take over the lead. Carney retaliated as they hit the tabletop a short time later. Clark stayed close looking for another opening but ended up a few feet short at the checkered flag.

Carney roosted to the front in the second moto with Clark pulling into second. This time Clark couldn't quite pressure the leader as much as in the first moto, so he had to take a second behind the wily Vet rider.

Mark Borgen pulled the holeshot in the first 250cc A moto, but Chris Hughes displaced him on the first lap. Marty Clark took Borgen for second with his tricky cornering near the finish line jump and set off in pursuit of Hughes. Borgen found himself challenged by Alan Stevenson. Clark closed on Hughes for several laps, then made a pass as they hit a rutted jump side by side. Just before the tabletop on the next lap, Clark slid out and

LOCAL EVENTS

Sean Dukes (93) passed Tommy Martin (261) in the 125cc A class at Riverside MX.

restarted as Hughes went by. Clark repassed Hughes over a jump and went on for the win. Stevenson took third from Borgen in the later part of the moto.

Stevensen led the early part of the second moto with Clark moving up to challenge near the halfway point. Hughes stayed close in third and when Clark took over the lead he put pressure on Stevenson, which paid off with second late in the moto for second overall. Rusty Sorenson trailed Stevenson for fourth with Borgen fifth.

Results

MINI P/W: 1. Mike Kann; 2. Craig Lambrecht.
MINI JR: 1. Michael Clark; 2. Aaron Huppert.
MINI SR: 1. Shelly Kann; 2. Shawn Wehlage; 3. Cory Corcoran.
YTH: 1. Jamie Fahrendholz; 2. Robby Kendall; 3. Shawn Wehlage.
25 PLUS: 1. Alan Stevensen; 2. Gary Pangburn; 3. Curt Cohrs.
VET C: 1. Roger Schellhammer; 2. William Turgi; 3. Curtis Wadd.
VET A: 1. Mike Graif; 2. Randy NAgel; 3. Brian Carney.
SR: 1. Robert Adams; 2. Jim Denevan; 3. Thomas Clark.
125 C D-1: 1. Eugene Miller; 2. Robby Kendall; 3. Chad Luhman.
125 C D-2: 1. Jamie Fahrendholz; 2. Ben Van Cleve; 3. Richard Samson.
125 B: 1. Bob Goblirsch; 2. Troy Goehrs; 3. Jeff Womeldorf.
125 A: 1. Jay Mercill; 2. Todd Lentz; 3. Mike Carlson.
250 C D-1: 1. Brent Stevenson; 2. Eugene Miller; 3. Bob Hejna.
250 C D-2: 1. Dave Zins; 2. William Turgi; 3. Ken Goblirsh.
250 B: 1. Brian Wilson; 2. Jeff Womeldorf; 3. Al Novotny.
250 A: 1. Marty Clark; 2. Chris Hughes; 3. Alan Stevensen.
OPEN C: 1. Brian Wilson; 2. Gary Pangburn; 3. William Krenik.
OPEN A: 1. Brian Carney; 2. Marty Clark.

Lang, Pauley win Mid-State ST

By Mike Vancil

PASO ROBLES, CA, JUNE 1
Perry Lang and Lonnie Pauley each scored wins in the feature classes at the R&D Enterprise-promoted short track event at the Mid-State Fairgrounds. Pauley won the 500cc Expert class final, while Lang took the Open Expert final.

Pauley led from the green light in the final and he had only to hold off heat race winner Frankie Garcia for the win. Pauley not only started well, but only had to beat Kevin Crowley on a Rotax to the first corner. False starts had moved all the rest of row one to the penalty line. Within two laps, Garcia had made up the distance imposed by the penalty, had taken over second from Crowley, and began to challenge Pauley. When the checkers came out it was Pauley, Garcia and Danny Ritchie.

In the Open Expert final a hopeful Garcia was again thwarted as he was beat to the first corner by Perry Lang. Garcia had battled hard to win the heat races in the Open and the 500cc classes and this effort may have taken its toll. Only three laps had been run when a red flag stopped the event to attend to Kevin Crowley, who collided with Patrick McDaniel. Crowley was unable to continue but McDaniel was among the riders staged in a single file restart. At the new green light, it was again Lang to the front, followed by Garcia. This order remained for the last six laps of the 12 lap main event.

Results

P/W 50: 1. Anthony Houser (Yam); 2. Ray Edwards (Suz); 3. Brent Padilla (Suz); 4. Christopher Wesley (Mor); 5. Kaela Miller (Yam).
MINI 60 NOV: 1. Adam Miller (Kaw); 2. Joey Allen (Kaw).
MINI 80 NOV: 1. Corie Flickinger (kaw); 2. A.J. Herrera (Kaw); 3. Kenny Heess (Suz); 4. Bryan Grier (Yam); 5. Rich Rohrer (Yam).
MINI 80 EX: 1. Brian Sgheiza (Kaw); 2. Gary Miller (Kaw).
250 NOV: 1. Robert Seay (Yam); 2. Andy Hernandez (Yam); 3. Jerry Wuori (Yam); 4. Johnny Johnson (Yam); 5. Scott Thomas (Yam).
500 NOV: 1. Mike Carmichael (Hon); 2. Jeff Baxter (Yam); 3. Ricky Roach (Yam); 4. Mark Dodson (Yam); 5. Michael Padilla (Yam).
500 JR: 1. Anthony Palmer (Yam); 2. Russ Sosa (Yam); 3. Gordy Heavrin (Yam); 4. Greg Miller (Kaw); 5. Jeremy Twitt (Kaw).
OPEN JR: 1. Russ Sosa (Yam); 2. Anthony Palmer (Yam); 3. Allan McClellan (Hon); 4. Gary Ritchie (Yam); 5. Michael Padilla (Yam).
VET: 1. Matt Crowley (Yam); 2. Kevin Crowley (Rtx); 3. Larry Thurman (Yam); 4. Ron Byrd (Yam).
500 EX: 1. Lonnie Pauley (Hon); 2. Frankie Garcia (Rtx); 3. Danny Ritchie (Yam); 4. Dan Argano (Hon); 5. Perry Lang (Hon).
OPEN EX: 1. Perry Lang (Hon); 2. Frankie Garcia (Rtx); 3. Jake Zemke (Hon); 4. Danny Ritchie (Yam); 5. Lonnie Pauley (Hon).

Dukes thunders to Riverside Supercross win

By Barbara & Loren Williams

CALHOUN, GA, JUNE 1
Georgia's Sean Dukes was expected to win the Layton Suzuki-sponsored Georgia State Championship at Riverside Supercross, which was also round six of the AMA Southeastern Regional MX Championship MegaSeries. He did capture the 125cc A title, but Grant Wood, another Georgian, surprised everyone, including himself, by being first to paddle across the line to earn the 250cc A honors and his share of the guaranteed $2000 Pro purse in a summer downpour.

Fireworks against the moisture-laden night clouds signaled the start of the 12-lap 125cc A main, and Dukes was in command of the pack, with qualifier winner Matt Shue, Ezra Lusk and Paul Dalton gnawing at his knobbies. Lusk slipped to seventh on lap two before retiring from the race. Left in third all by himself, Dalton set out in pursuit of Shue and Dukes, who were busy snarling over first. Shue kept up the pressure on Dukes, getting a wheel on him here and there. At the end of lap five, Shue overshot his line in a turn, breaking his rhythm and allowing Dukes to slip out of reach. By this time the two riders had blazed out of Dalton's striking distance, and he was having a dogfight of his own over third with Mike Goolsby and Martin.

The bottom dropped out of the lowering clouds, and the rain suddenly poured down on lap six, drenching everyone and turning the Georgia clay into grease. At the finish, Dukes slithered past the checkered flag as the winner, followed by Shue, Martin, Dalton and Goolsby.

Barry Tapp got the slop on everyone at the start of the 250cc A main with Lusk, Wood, Dukes and Goolsby trying to stay even with him to avoid the flying mud. Lusk quickly went down, and returned to the pits after one lap. Wood passed Tapp for the lead on lap two of the six-lap, rain-shortened main, while Dukes dropped to fourth behind Goolsby when he caught a glob of flying clay in his eye. Dukes got his position back when Goolsby fell in a mud puddle.

With Wood riding ahead to the win, Billy Adkins charged up to dog Dukes. On the penultimate lap, Adkins dispatched Dukes, but softened the blow by towing him along when he slipped around Tapp to claim second place at the finish, reinstalling Dukes in third.

Results

50: 1. Travis Rimmer (Yam); 2. Gregory Bergen (Yam); 3. David McFarland (Yam); 4. Jeffrey Fields (Yam); 5. Ross Hughes (Hon).
65 7-11: 1. Matt Walker (Kaw); 2. Aaron Lindsay; 3. Damian Headrick (Kaw); 4. Mick Bailey (Kaw); 5. Josh Scott (Kaw).
JR MINI 7-11: 1. Jon Oxford (Suz); 2. Brian Thornburg (Suz); 3. Jon Boruff (Suz); 4. Josh Hales (Kaw); 5. Matt Walker (Kaw).
SR MINI: 1. Jason Benton (Kaw); 2. Scott Graves (Kaw); 3. Jimmy Briggs (Kaw); 4. Danny Haynes (Kaw); 5. Buddy Hughes (Kaw).
SCHBY: 1. Ryan Reynolds (Hon); 2. Chad Anderson (Kaw); 3. Keith Bailey (Kaw); 4. Paige Hilliard (Hon); 5. Chris Parsons (Suz).
ENDR: 1. Mark Thompson (Suz); 2. Kirk Hayes (Suz); 3. Brent Mercer (Suz); 4. Tim Moss (Kaw); 5. Curtis Stover (Hon).
125 A: 1. Sean Dukes (Hon); 2. Matt Shue (Hon); 3. Tommy Martin (Hon); 4. Paul Dalton (Hon); 5. Mike Goolsby (Hon).
125 B: 1. Keith Turpin (Suz); 2. Hugh Newsome (Kaw); 3. Bryan Gilliam (Kaw); 4. Todd Huffstetler (Kaw); 5. Michael Porter (Kaw).
125 C: 1. Mike Waters (Kaw); 2. James Morgan (Kaw); 3. Leslie Belcher (Hon); 4. Jaosn McCall (Kaw); 5. Randy Westfall (Hon).
125 BEG: 1. Jeff Carter (Suz); 2. Mark Bakey (Suz); 3. Thomas Lewis; 4. Chris Graham (Suz); 5. Whit Graham (Suz).
250 A: 1. Rock Wood (Hon); 2. Billy Adkins (Hon); 3. Sean Dukes (Hon); 4. Barry Tapp (Suz); 5. Mike Goolsby (Hon).
250 B: 1. Keith Turpin (Suz); 2. Aaron Day (Hon); 3. Douglas Mohr (Kaw); 4. Jeff Burchfield (Suz).
250 C: 1. Mike Waters (Kaw); 2. Brian Hyde (Kaw); 3. Randy Westfall (Suz); 4. Cletis Greene (Hon); 5. Rodney Vaughn (Hon).
250 BEG: 1. Clifford Marks (Suz); 2. Billy Payne (Yam); 3. Guy Powell (KTM); 4. Tracey Sneed (Kaw); 5. Alex Fout (Suz).
25+ A: 1. Mike Garrett (KTM); 2. Billy Adkins (Hon); 3. Rock Wood (Hon); 4. Hugh Newsome (Kaw).
25+ B: 1. Michael Henderson (Hon); 2. Douglas Mohr (Kaw); 3. Mike McConnfille (Suz); 4. Randall Reed (Hon); 5. Kirk Hayes (Suz).
25+ C: 1. Randy Westfall (Hon); 2. Barry Harvey (Suz); 3. Michael Spezio (Yam); 4. Mark Thompson (Suz); 5. Dale Tarpley (Hon).
SR A: 1. Eddie Branch (Suz); 2. David Farris (KTM); 3. Jay McClellan (Yam).
SR B: 1. Michael Henderson (Hon); 2. Allen Lunsford (Hon); 3. Glenn Rogers (Suz); 4. Dennis Scalf (Kaw).
SR C: 1. Gary Graham (Suz); 2. Ray Carroll (Yam); 3. Gary Bishop (Yam); 4. Wayne Nix (Yam); 5. Johnny Rasar (Suz).
S/SR: 1. Howard Bennett (Suz); 2. Johnny Gibson (Hon); 3. Kaye Good (Suz).
NON-CURR 125: 1. James Kincer (Hon); 2. Doug Clark (Kaw); 3. Jeff Brown (Yam); 4. Larry Cleveland (Yam); 5. James Brown (Yam).
NON-CURR 250-UP: 1. DeWayne Fender (Yam); 2. Gerritt Haynes (Hon); 3. Benson Metcalf (Hon).
OPEN AM: 1. Mike Brown (Kaw); 2. David Farris (KTM); 3. Mike McConnville (Suz).
U/L AM: 1. Brian Hyde (Kaw); 2. Kevin Christiansen; 3. David Whitton (Hon).
4-STRK: 1. Lee Willingham (Suz); 2. Kirk Hayes (Suz); 3. Dale Stover (Hon); 4. Jeff Lane (Suz); 5. Curtis Stover (Hon).

Whiteside, Bast top Gold Country Speedway

By R.C. Jones

AUBURN, CA, MAY 31
Will Whiteside won his first Handicap main while Bart Bast kept Bobby Hedden at bay for the Scratch main victory at Gold Country Fairgrounds.

In only his second year of speedway and motorcycle racing, 19-year-old Whiteside has come a long way. After starting in division three last season and roaring through D-3 and then D-2 late last year, Whiteside is a welcome addition to the big boys in D-1. Whiteside was able to run away with the win in the Handicap main with Jim Sisemore giving chase. After Sisemore put away Bob Collier and Rich Marcucci at midrace, he tried tracking Whiteside down. Whiteside got sloppy on the last lap and Sisemore was able to get within a bike length at the checkered flag.

In the Scratch main, Sisemore had even worse luck as he tried out the new "do not touch the tapes" rule and was asked by referee Fred Spencer to leave the track for a gentle caress of the tapes. With Sisemore departed, Bast thought he was going to have an easy time of it but found himself in a race-long duel with Hedden, who made it to the Scratch main the hard way after being dragged across the line when he tangled with Robert Curry at the finish of the semi. Bast was first off the line with Hedden riding on his right shoulder. As Hedden rode on the outside he was able to beat Bast into the turns but unable to keep the lead coming out. As they dove into turn one on the last lap, Hedden lost control and hit the dirt hard, leaving Bast the win with Steve Martin in second.

In the Division Two main, Dave Lewis held off a charging Glenn Moore for his victory while Simon Cannizzaro was third and Derek Cole fourth. In the Division Three main starter George Carter ran for his life when Scott Henry and John O'Connell crashed at the tapes as both riders were going for the win. When the dust cleared it was Henry with the win after chasing O'Connell the whole race.

Results

SCRATCH: 1. Bart Bast (Wes); 2. Steve Martin (Wes); 3. Bobby Hedden (Wes).
HDCP: 1. Will Whiteside (Wes); 2. Jim Sisemore (Wes); 3. Bob Collier (Wes); 4. Rich Marcucci (Wes).
D-2: 1. Dave Lewis (Wes); 2. Glenn Moore (Jaw); 3. Simon Cannizzaro (Wes); 4. Derek Cole (Wes).
D-3: 1. Scott Henry (Wes); 2. John O'Connneell (Jaw); 3. Bill Newby (Jaw); 4. Tom Castnagola (Jaw).
JR: 1. Allen Krause; 2. Mike Heidt; 3. Larry Heseman; 4. Travis MacDonald.

McConnell superior at Sunrise MX

By Greg Robertson

ADELANTO, CA, JUNE 2
Kawasaki-mounted Jim McConnell used a 2-1 score to capture the overall win in the Over The Hill Gang Beginner class at Sunrise Cycle Park.

Nile Mathews jumped out to an early lead in the first moto followed by Mike Fernandez, Kirk Lukrofka and McConnell. Mathews was displaced by both Fernandez and McConnell by the second lap and eventually finished 10th. Once out front Fernandez and McConnell engaged in a heated battle that allowed them to pull away from the rest of the pack. Persistent Fernandez kept his ATK glued to McConnell and finally got around him to win the moto. Robert Ruder finished a distant third in front of Mark Davis.

McConnell ran pretty much uncontested in the second moto as he got the holeshot and stretched it into a 20 second lead by the finish. Davis gated fifth and worked up to second by the second lap. Third place Ruder had his hands full fighting back Jim Swindells, Lukrofka and Joe Popp. Davis cruised to an easy second place finish, while Ruder kept the trio at bay the entire moto for a well-deserved third in the moto and third overall.

Dave Breno pulled the other 16 Novices down the long start straight and stayed in the lead, until Michael Rigdon found a way around midway through the moto. Rigdon saw the checkered flag first in front of Rick Percel, who pushed Breno back to third by moto's end. Randy Bruce charged up from a ninth-place start to finish fourth.

Rigdon opened up a few seconds lead by the third lap of moto two. Breno, Bruce and Purcell got hooked-up together and closed in on Rigdon. A four-way battle ensued lasting the second half of the moto. Purcell appeared strongest as he slowly worked through the group to take the moto and overall win. Breno held on for second over Rigdon and Bruce.

Brad Eyre came down from the northern California chapter of the OTHG to show the intermediates how to go fast. Eyre didn't waste much time as he took over first place from early leader Greg Robertson on lap two and had clear sailing to the finish. Lynn Barnes worked up to finish second, while Greg Benton slipped past Robertson for third four turns from the finish.

Benton was on the gas the entire second moto, taking away Eyres' chances of a double moto sweep. Eyre seemed content with second knowing his 1-2 finishes would better Benton's 3-1 score.

Results

BEG: 1. Jim McConnell (Kaw); 2. Mark Davis (Hon); 3. Robert Ruder (Yam); 4. Kirk Lukrofka (Hon); 5. Joe Popp (Hon).
NOV: 1. Rick Purcell (Suz); 2. Michael Rigdon (Hon); 3. Dave Breno (Suz); 4. Randy Bruce (Yam); 5. Jack Trotter.
INT: 1. Brad Eyre (Hon); 2. Greg Benton (Yam); 3. John Churilla (Yam); 4. Greg Robertson (Yam); 5. Ernie Kopaz (Yam).
EX: 1. Brian Allen; 2. Frank Steiner; 3. Mark Olsen; 4. Randy Anderson (Yam); 5. Angelo Morgan (Kaw).
PRO: 1. Pat Hubbs (Yam); 2. Carl Gazafy (Hon).

Fish nabs Slate Mountain Trials

By A.S. Hanson

DELTA, PA, MAY 19
The 5th Annual Slate Mountain Trial proved to be a more challenging event than the previous year's trial, but was evidently to the liking of a group of trials riders hailing from nearby Lancaster County. The four regular riding buddies who practice weekly in the rocky ledges of the Pequea Creek area took three class wins and a fifth place trophy. Veteran of the group is Expert class winner Craig Fish, with Dan Horton taking the Advanced class and Bryan Kimmet rolling to a very convincing win in the Intermediate class. Kevin Mowrer held up his end by placing fifth in a very competitive Novice class.

The riders got a taste of what lay in store for them early in section one, aptly named Up, Up and Away" . A near 100% climb up a virgin hillside provided the main obstacle for all rider classes, with varying degrees of difficulty in the approach depending upon skill level. First loop scores were all fives as riders searched for traction in vain. Thus, the front-running competitors in the Expert class all came into section two with identical scores. Fish and District 6 reigning champ Gary Sampsel both posted zeros, while AMA/D-6 number two rider Terry Anselmo erred with a big five which would keep him just out of the lead range for the remainder of the day.

Anselmo regained some ground on the loose shale of section three — Canyon Ridge — by dropping only three to the solid fives of Fish and Sampsel, but Fish pulled out some breathing room by negotiating the slick off-camber of "The Ruins" of section four with but a single dab. A brilliant first loop clean on the tight rock slab array of section five "Rock Garden" by Fish served notice to the others that he was going to be the man to beat at Slate Mountain this year.

Sampsel made a serious and daring run back at Fish on section six by choosing the downhill line for which the section was named "Geronimo!" While others opted for the steep, loose off-camber descent on the right, Sampsel took the direct approach over the exposed tree roots on the left and leapt off into midair, wheels not touching the ground until he had descended some 15 feet of the 35-foot drop. Had he cleaned the opening part of the section, it would have gained him some ground on the leader, but both he and Fish emerged with identical threes. The gap closed again on the second hump of section seven, with Sampsel showing the grit that earned him the number one plate to close within four points of the lead. The round ended with the lead trio racking up ones and twos in section eight for a tally reading Fish in the lead with

18 points, Sampsel in second with 22, and Anselmo holding down third with 29.

Fish followed with a very strong 10 point second loop that really put the lead out of reach for the others, considering that section one had yet to be finished, much less cleaned by any of the Expert or Advanced riders. Traction was improving considerably in the section though, and it seemed that most of the riders in the lower skill level classes were having a good time taking their shot at clearing the crest. Finally, one of the Senior B riders cleaned the Novice line, and knowing it could be done, a lot of the others followed suit and reached the crest in the third and fourth loops.

Fish faltered slightly on the third loop and allowed Sampsel to move with eight points by the end of the round, 43-51, but rallied by clearing section one with the day's only three on the Expert line on the final tour. His final loop score of eight points dropped earned him yet another overall victory on the AMA/D-6 circuit for the year with a total of 51. Sampsel followed with a 67 for second place, and Anselmo kept himself in close contention via his excellent zeros in the loose shale of seciton three to come in third with 70 points.

Results

EX: 1. C. Fish (Apr); 2. G. Sampsel (Fan); 3. T. Anselmo (Bet); 4. S. Dolan (Yam); 5. D. Weaver.
ADV: 1. D. Holton (Bet); 2. R. Montone; 3. M. Pool (Apr).
INT: 1. B. Kimmet (Bet); 2. G. Petro; 3. L. Reedy; 4. J. Espy; 5. P. McGraw.
NOV: 1. R. Pao; 2. S. Newmaster; 3. D. Bazan; 4. M. Boyer; 5. J. Mowrer.
SR A: 1. N. Mantzoros; 2. D. Yerger; 3. O.P. Keen; 4. D. Bardell; 5. R. Donet.
SR B: 1. P. Hall; 2. M. Womer; 3. V. Fernandes; 4. J. Partner; 5. R. Seiss.
VINT: 1. S. Bollinger; 2. L. Curry; 3. B. Pearre; 4. J. Stark; 5. R. Saah.

Glenn, Krotzer dominate Delta MX

By Mark Montgomery

DELTA, OH, MAY 31

Dave Glenn took advantage of nearly perfect traction to show the fast way around the Glass City Motosports Park MX track to dominating the 30 Plus class. His winning edge became clear as he lapped half the field en route to an unchallenged victory in both motos.

"I felt good today and I had the track wired," said Glenn. "It (the track) was in really great shape even after all the rain we had."

In other action, Ray Chester powered his KTM to a 1-1 overall victory in the 40-Plus class. The first moto was easy for Chester as a first lap crash sent John Wirick to the back of the pack, allowing Eric Edington and Bruce Hassenzahl to claim second and third. Chester found himself challenged in moto two by a rejuvenated Wirick, who managed to stay upright and finish second, securing third overall. Hassenzahl used his 3-3 score to claim third.

The spectators at the evening classes saw John Krotzer take a wire-to-wire win in moto one of the 250cc A division. Moto two, however, was a different story, as Terry Ramsey grabbed the holeshot, found some good lines and made Krotzer play catch up for two laps before he was able to find a line and make the pass, scoring the overall.

Results

P/W 50: 1. Kyle Polter (Yam); 2. Ryan Abrigo (Itj); 3. Jeffrey Flowers (Yam).
80: 1. Justin Slocum (Kaw); 2. Mike Radzinski (Hon); 3. Corey Whitaker (Suz).
80 JR 7-11: 1. Joshua Long (Suz); 2. Jeremy Brown (Kaw); 3. Niel Carlson (Hon).
80 SR 12-15: 1. Justin Blake (Kaw); 2. Jason Fountain (Kaw); 3. Ahmad Owens (Hon).
S/MINI: 1. Jason Fountain (Kaw); 2. Cody Capao (Kaw).
125 A: 1. Scott Patchen.
125 B: 1. Troy Nissin (Kaw); 2. Nelson Copeland (Hon); 3. Tony Bauer (Hon).
125 C: 1. Chad Goodwin (Hon); 2. Bob Foster (Yam); 3. Todd Murdock (Suz).
125 JR 12-15: 1. Justin Blake (Kaw); 2. Michael Meadows (Suz); 3. Jeeffrey Carlson (Hon).
125-OPEN 14+: 1. Mamul Arnold (Kaw); 2. Willard Carroll (Hon); 3. Charles McConnell (Suz).
250 A: 1. John Krotzer (Hon); 2. Tery Ramsey (Kaw); 3. Patrick Fountain (Kaw).
250 B: 1. Craig Smith (Yam); 2. Todd Goetz (Kaw); 3. Brett Remesik (Hon).
250 C: 1. Mark Pfister (Yam); 2. Richard Plewa (Suz); 3. Rodney Kirian (Kaw).
25+: 1. Charles McConnell (Suz); 2. Robert Schult (Kaw); 3. Patrick Fountain (Kaw).
30+: 1. Dave Glenn (Hon); 2. Kevin Peterson (Hon); 3. Garry Bodi (Hon).
40+: 1. Ray Chester (KTM); 2. Bruce Hassenzahl (Yam); 3. John Wirick (Hon).
50+: 1. George Singler (Hon); 2. Chuck McConnell (Kaw); 3. Thomas Rickbrodt (Hon).

Hicks, Pfetzing top Speedway USA

By Scott Daloisio

VICTORVILLE, CA, MAY 25

Gary Hicks had a sensational night at Speedway USA when he won the Scratch main and placed second to Rob Pfetzing in the Handicap main.

Hicks, who earlier in the week dislocated his wrist, launched from gate four in the Scratch main to lead over Mike Faria, Steve Lucero and Pfetzing off the line. After his poor start, Pfetzing went on a drive on lap one. Before the circuit was over, he got by Lucero and Faria and was inches behind Hicks' rear tire when the first lap ended.

Hicks began to build a lead on the second lap while Faria came back to challenge Pfetzing for second. The National Champion pulled even with Pfetzing on the back chute, and they stayed side by side for a lap before Faria took full control of second on lap three.

While Pfetzing and Faria battled, Hicks built a good-sized lead aboard his Russell Racing/Dashugger/Shoei Weslake. The battle between Faria and Pfetzing picked up once again on the final lap when Pfetzing blew past Faria as they exited turn two the final time. That settled the fight and Pfetzing finished second to Hicks. Faria eventually faded to last when Lucero took him out of the last corner.

Pfetzing got a good start from the 40 in the Handicap main, and before the first lap ended he found himself third behind Gary Ackroyd and leader Jason Chism. Pfetzing, on the Thomason Mechanical/Shoei/Dianetics/O'Neal/Valvoline Weslake, advanced one more spot when Ackroyd drifted wide at the end of the second lap and dropped to last.

Pfetzing and Hicks were on a run as they quickly tracked down Chism and went around both sides of him for first and second on lap four. They drag raced to turn three with Pfetzing arriving first. Hicks pulled in right behind him and they moved away from the pack, pressuring Pfetzing all the way to the checkered flag. He couldn't find a way by and was less than a full length behind when the race ended. Bobby Schwartz fought his way through the traffic to finish third with Josh Larsen fourth.

Results

SCRATCH: 1. Gary Hicks (Wes); 2. Rob Pfetzing (Wes); 3. Steve Lucero (Wes); 4. Mike Faria (Wes).
HDCP: 1. Rob Pfetzing (Wes); 2. Gary Hicks (Wes); 3. Bobby Schwartz (Wes); 4. Josh Larsen (Gdn).
D-2: 1. Jim Estes (Gdn); 2. Kevin Rubio (GM); 3. Bob Richards (Wes); 4. Jerry Black (Wes).
D-3. 1. Rick Webb (Wes).
JR: 1. Fred Timberlake; 2. Pete Peralta; 3. Chris Werner; 4. Heath Hammonds.
SDCAR: 1. Kenny McIntyre/Les Ketcham (Kaw); 2. Parke Weaver/Ernst (Kueng (Kaw); 3. Ross Millar/Dale Leeder (Kaw); 4. Craig Dempster/Peter Lewis (Kaw).

Boydstun bombs Thrasherland Vintage Motocross

By A.H. Tellier

GLENDALE, AZ, JUNE 1

David Boydstun won his Vintage motorcycle heat and then the main on his 250cc Maico at the Thrasherland OHV Park Rough TT. He also cleaned house in the Bomber events.

Boydstun bolted at the start of the Vintage main and was never challenged. The racing was further back between Roger Jensen and Craig Magerstadt, both aboard Kent Kalvar-tuned Honda Elsinores. Jensen barely pulled out the second-place finish as Magerstadt faltered in the closing moments.

The hot race was in the 125cc class as Jocko Meyer and Ricky Anderson went wheel-to-wheel, handlebar-to-chest protector. Anderson could drive around Meyer on the outside of the big sweeper's hairpin, sticking his handlebar into his chest, but his savvy opponent would force him into the soft berm. The little CR would drop off the pipe — and Anderson could not make the pass stick. It was wheel-to-wheel, lap-after-lap through the whoops, but Meyer's brake-and-turn onto the front straight eventually left Anderson back several lengths at the finish.

Results

BOMBERS: 1. David Boydstun; 2. Jocko Meyer; 3. Larry Selby.
VINT: 1. David Boydstun; 2. Roger Jensen; 3. Craig Magerstadt.
125: 1. Jocko Meyer; 2. Ricky Anderson.

Hill handles Peoria Short Track

By Dave Hoenig

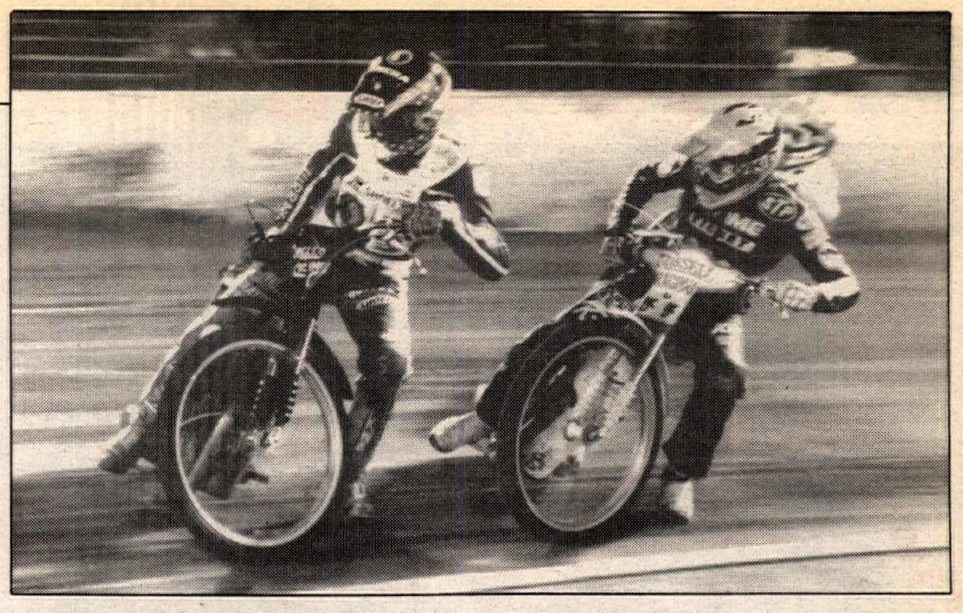
PEORIA, IL, JUNE 1

Aaron Hill topped the Expert main at the Grayboy Promotions short track races at Peoria Speedway.

Erick Gruber slid to a fast qualifying time of 15.33 seconds, well off Jason Fletcher's track record of 14.96.

Hill blasted his Arai/Tsubaki/Kal-Gard/Harley to the front of the final, ahead of Rich King, Mark Gruber, Erick Gruber and Dave Hebb. Erick Gruber was the first to move up and challenge Hill. This lasted for seven laps, when Mark Gruber took over second at the crossed flags. Both Grubers continued the onslaught, until lap 16, when Mark finally edged into first at the start/finish line. As both riders drove into turn one, Hill drifted high, moving Mark Gruber off the groove. Erick Gruber closed rapidly, but was just short of taking advantage. Hill quickly regrouped and led the last four laps for the win.

"It was an excellent race. They were giving me all I could handle out there. I was running a low line and he was coming up high. He was getting better drives. Once I held him off, I just moved up on the high line and it worked a little better," said Hill.



Don Odom (left) and Josh Larsen diced in the handicap main at Glen Helen.

Rick Knuth came off the pole position to lead the Pro-Am main for five laps. Chad Barth worked his T-Shirt House/Bell/Glen's Autobody/Jay Williams/Marshall's Tap/D&J Custom Sign/Mom & Dad-sponsored Harley-Davidson past Troy Beckman, Mike Tinkham and then Wes Beckman for second.

"I didn't have any brakes in the main. I wasn't in any hurry to get up front. I just waited until everything felt right and rode my own race," said a tired Barth afterward.

Barth also complained of pain in his left hand, a result of his semi get-off. Three breaks were discovered the next day.

Results

JR/EX: 1. Aaron Hill (H-D); 2. Mark Gruber (W-R); 3. Erick Gruber (W-R); 4. Rich King (H-D); 5. Charlie Orr (Hon).
PRO-AM: 1. Chad Barth (H-D); 2. Rick Knuth (H-D); 3. Troy Beckman (Hon); 4. Wes Beckman (Hon); 5. Mike Tinkham (Yam).

Paul levels LACR Night MX

By Tony Alessi

PALMDALE, CA, MAY 31

Billy Paul scored the overall victory in the 250cc Novice class during the California Racing Club's Friday night MX at Los Angeles County Raceway.

John Haman took the lead at the start of the first moto with Paul in tow. The two riders separated themselves from the pack with Haman holding a three bike length advantage over Paul to the finish. Jim Chamberlain started third and rode an uneventful race to finish third.

Haman again led the way at the start of the second moto with Paul pushing hard from behind.

"I could see that he was feeling a bit pressured; he started making mistakes," Paul said.

Paul continued to push Haman up to the fifth lap when, according to Paul, "Joey got sideways before the double and when he landed he cased and went over the bars."

Paul went on to the moto and overall win while Jim Chamberlain finished second as Haman remounted and secured third overall for the evening.

Andy Ellis stormed away to a pair of moto wins in the 250cc Pro class, topping Darrin Hoeft and Rich Truchinski. Truchinski looked like a sure winner in the second moto, but a derailed chain stopped his charge. Damon Huffman, an intermediate rider, started on the pro gate by accident and to the surprise of many beat the entire field, including Ellis. Huffman was docked a lap for starting on the wrong gate but may have proved to himself and the competition that he has the making of a future top pro rider.

Jason Reed and Chris Allen battled all night in the 125cc Novice class. Reed scored the win as Allen stayed close through most of both motos but slowed late in the races. Jared Jacobsmeyer rode two problem-free motos to finish third in both outings.

Jim Holley turned 30 years old and won the Vet Expert class with a pair of impressive rides. Jay Erwin and Mike Bosworth exchanged moto finishes with Erwin finishing second for the night.

Results

P/W A: 1. Jonathon Shimp (Yam); 2. Wes Parker (Yam); 3. Wes Brooks (Yam); 4. Daryl Eckland (Yam).
B-2: 1. Juston Hansen (Yam); 2. Steve Cisar (Yam); 3. Anthony Barbacovi II (Yam); 4. Jack Haden (Yam); 5. Mario Aiello (Yam).
P/W B-1: 1. James Thompson (Yam); 2. Lucas Cobb (Yam).
60 0-8: 1. Jonathon Shimp (Kaw).
60 9-11: 1. Jason Larkin (Kaw); 2. Marshall Lipps (Kaw); 3. Art Sanchez (Kaw).
80 9-11: 1. Michael Young; 2. Matt Titlemier (Kaw); 3. Justin Scullen (Kaw); 4. Josh Ahern (Hon); 5. Ryan Shrimp (Suz).
80 BEG: 1. Kenneth Reed (Kaw); 2. Eric Chase (Suz); 3. Mark King (Yam); 4. Kris Fullmore (Yam); 5. Larry Venema (Kaw).
BIG WHL: 1. Ray Pickett (Kaw).
80 INT: 1. Phil Richmond (Kaw).
80 NOV: 1. Jason Fonseca (Kaw); 2. Serg Murillo (Kaw); 3. Jason Howard (Suz).
125 BEG: 1. Steve Corteville (Hon); 2. Carl Carlson (Suz); 3. Randy Lippie (Suz).
125 NOV: 1. Jason Reed (Suz); 2. Chris Allen (Suz); 3. Jared Jacobsmeyer (Yam); 4. Garey Carlson (Kaw); 5. Rick Sottile (Suz).
125 INT: 1. Jesse Tewksbury (Suz); 2. Bob Sage; 3. Colin Couto (Kaw); 4. Billy Mercier (Hon).
125 PRO: 1. Tim Telford (Kaw); 2. Jeff Moore (Kaw).
250 BEG: 1. Bob Wood (Hon); 2. Erik Kleven (Hon); 3. Danny Padovich; 4. Chuck Kober (Kaw); 5. Nathan Evans (Hon).
250 NOV: 1. Billy Paul (Suz); 2. Jim Chamberlain (Kaw); 3. Joe Haman (Hon); 4. John Bartol (Yam); 5. Abe Blunda (Hon).
250 INT: 1. Jason Melton (Kaw); 2. Eddie Davis (Hon); 3. Ryan Vonlossberg (Suz); 4. Damon Huffman (Kaw); 5. David Chase (Kaw).
250 PRO: 1. Andrew Ellis (Suz); 2. Darrin Hoeft (Suz); 3. Rich Truchinski (Suz).
500 BEG: 1. Tim Skidmore (Hon): 2. John Murray (Hon); 3. Tim Welch (Hon); 4. Kevin Logan (Kaw).
500 INT: 1. Dean Talavera (Kaw).
500 PRO: 1. Tony Sulek (Kaw); 2. Craig Hofmeister (Hon).
JR VET BEG: 1. Greg Hunsaker (Suz); 2. Craig Godshall (Yam); 3. Chris Foland (Yam).
JR VET NOV: 1. John Davis (Hon); 2. Eric Harrison (Yam); 3. Eric Seldon (Yam).
JR VET INT: 1. Steve Fernandez (Hon).
JR VET EX: 1. Greg Keim (Yam).
VET BEG: 1. John Murray (Suz); 2. Kevin Evans (Kaw); 3. Rick Flores (Hon); 4. Randy James (Hon); 5. Klaus Landsberg (Yam).
VET NOV: 1. Jimmy Bauer (Kaw); 2. Ernie Hendricks (Yam); 3. Bob Shimp (Suz); 4. Dave Osterman (Yam); 5. Bob Wagner (Hon).
VET INT: 1. Dean Talavera (Kaw); 2. John Capar (Hon).
VET EX: 1. Jim Holley (Yam); 2. Jay Erwin (Hon); 3. Mike Bosworth (Suz); 4. Greg Keim (Yam).
SR BEG: 1. John Flanders (Hon).
INT: 1. Bob Dunham (Yam).

Pfetzing zips at Glen Helen Spdwy

By Scott Daloisio

SAN BERNARDINO, CA, MAY 22

Robert Pfetzing fought off the early challenges of England's Phil Collins and went on to post the win in the Scratch main event at Glen Helen Speedway.

The four-rider main almost ended up being a two-rider affair before the tapes went up as Josh Larsen received a disqualification for touching the tapes. That cut the field down to three riders and then Collins noticed that he had a flat front tire. Referee Jim Fishback gave Collins two minutes to change it, and with about 10 seconds left, he roared through the pit gate after a hasty tire change.

Pfetzing was the first off the line on his Thomason Mechanical/Valvoline/Shoei/Dianetics/O'Neal GM followed by Collins and Steve Lucero. Lucero gambled on the outside dirt in the first bend and it cost him. He bobbled for a quick second and by the time he recovered, he was far off the pace.

Collins didn't let Pfetzing rest over the first lap and looked like he was going to make it tough all the way. But the deep dirt in turn two grabbed Collins on the second lap and allowed Pfetzing to build a huge lead. Neither Collins nor Lucero could close on Pfetzing and the 31 year-old took the win by eight lengths. Collins placed second with Lucero third.

The Handicap main also had a short field as only six riders were on the track for the eight-lap race. John Aden led off the line, but before he reached the back chute he relinquished the lead to Don Odom. Lucero also passed Aden on lap one and took dead aim at Odom.

On lap three, Lucero climbed all over Odom and tried everything he knew to get by for three laps, but Odom, on the Shoei/Ancra Tie-Downs/Captain V Automotive/Graydon Proline GM wouldn't give in. Finally on lap six, Odom opened up some breathing room and kept a slim advantage until accepting his first checkered of the year. Fria came around Lucero off the final bend to finish second. CN

Results

SCRATCH: 1. Rob Pfetzing (GM); 2. Phil Collins (Wes); 3. Steve Lucero (GM); 4. Josh Larsen (Gdn).
HDCP: 1. Don Odom (GM); 2. Mike Faria (GM); 3. Steve Lucero (GM); 4. John Aden (Jaw).
D-2: 1. Lee Edwards (Wes); 2. Mark Milazzo (Wes); 3. Rick Webb (Wes); 4. Tom Norris (Wes).
D-3: 1. Jim Estes (Gdn); 2. Ricky Rich (Wes); 3. Rick Webb (Wes); 4. Tom Norris (Wes).
SDCR: 1. Randy McIntyre/Robert Fox (Kaw); 2. Craig Dempster/Peter Lewis (Kaw); 3. Kenny McIntyre/Les Ketcham (Kaw); 4. John Boyer/Mickey Faust (Kaw).

$10,000

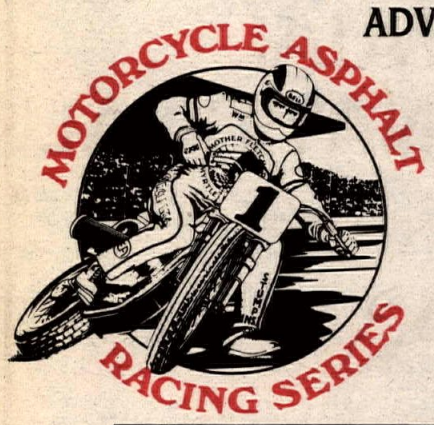
600CC CLASS

CAROLINA HALF MILE

THURSDAY, JULY 4TH

GATES OPEN 5:30 PM • RACE 8 PM • FIREWORKS TO FOLLOW

ADVANCE $10 • DAY OF RACE $12



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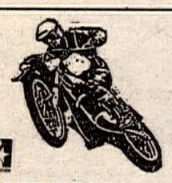


AMA
NATIONAL
Pro Am
Saturday Aug. 3rd
National - 125-250cc
Sunday Aug. 4th
Admission Sun. $15
Sat. & Sunday $25
No Sat. only

MOTO CROSS 338
Southwick Massachusetts

Motocross 338 1991 Schedule
To Join or For Information Telephone:
(413) 569-6801 - 569-6635
Box 338, Southwick, MA 01077

NESC MX		Quads - NEMA
April	7-28	Apr. 21 + NEMA
May	12	May 5 + NEMA
June	2-23	June 9
July	7-28	July 14 + NEMA
Aug.	25	Aug. 8 + NEMA
Sept.	8-29	Sept. 15 + VIN.
Oct.	20	Oct. 13-27

New - Beg. Minis - 50cc to 125cc Youth
New England Sports Committee

NATIONAL
AMA Quad
Sat. & Sun.
May 25-26th
Admission $30
Includes Pit Pass
& Overnight Parking

CANADIAN NATIONAL DIRT TRACK CHAMPIONSHIP

KAWARTHA DOWNS
PETERBOROUGH, ONTARIO
MONDAY JULY 1, 1991, 2:00 PM
"enjoy the races from our air conditioned dining lounge or licensed patio"
Promoted by:
Independent Race Promotions- (519) 632-7802
and Kawartha Downs Limited - (705) 939-6316
CMA
Rain Date: July 2nd

AMP RESEARCH Eibach SPRINGS
We support Carlsbad Saturday MX

6/22	Saturday MX
6/29	NO RACE (Mammoth)
7/6	Saturday MX
7/13	Saturday MX
7/20	Saturday MX
7/27	Saturday MX

Racing Ent. - San Diego (619) 484-1441

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds, CA
6/21 See Bob Hannah & New Suzukis
6/28 Handicap & Scratch Racing
7/5 KLOS 95.5 FM "Fox" Night
Info: (714) 492-9933

CMC "Race With The Best"
Fri. June 21 Fri. Night MX Glen Helen
Sun. June 23 Glen Helen
Summer Series Round #2
Fri. June 28 Fri. Night MX Glen Helen
Fri. July 5 Fri. Night MX Glen Helen
Fri. July 12 Fri. Night MX Glen Helen
CA (714) 261-6116

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

SRA GP California Schedule
Members June 23 Carlsbad Non Members
Father & Son Team Race S.R.A. Points
July 21 Glen Helen
Muscular Dystrophy Team Race S.R.A. Points
Info (714) 957-2985

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington Park, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Mugelio, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	LeCastellet, France
9/29	Donington Park, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/14	Amatitlan, Guatemala
7/21	Campos do Jordao, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

6/23	Arbis, France
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracay, Venezuela
8/4	Motola, Sweden
8/18	Suzuka, Japan

World C'ship 500cc MX Series

6/30	Esantaoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Kohlenberg, Luxemburg
8/25	San Bernardino, CA, USA

World C'ship Enduro Series

6/22-23	La Rufina, Italy
6/29-30	Borgo Maggiore, San Marino
7/20-21	Kielce, Poland
7/27-28	Munster, Germany

Int'l Six Days Enduro

9/2-7	Brezova, Czecho

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

6/29	Lima, OH HM
7/13	Hagerstown, MD HM
7/20	Syracuse, NY M
7/27	Oklahoma City, OK HM
8/4	Peoria, IL TT
8/7	Rapid City, SD HM
8/24	Indianapolis, IN M
9/1	Springfield, IL M
9/15	San Jose, CA M
10/5	Pomona, CA HM
10/12	Sacramento, CA M

Info 614/891-2425

AMA Camel Supercross Series

6/22	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

7/7	Buchanan, MI
7/21	Axton, VA
7/28	Troy, OH
8/4	Southwick, MA

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11	Millville, MN
9/1	Washougal, WA
9/22	Binghamton, NY
9/29	Delmont, PA
10/6	Budds Creek, MD
10/13	New Berlin, NY

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

6/22	Lake Odeesa, MI HM
7/7	Franklin, WI ST
8/9	Sturgis, SD ST
8/10	Sturgis, SD HM
8/17	Hamburg, NY HM
9/21	Castle Rock, WA TT

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

6/28-30	Elkhart Lake, WI
7/4-6	Charlotte, NC
8/2-4	Lexington, OH
8/9-11	College Station, TX
9/6-8	Topeka, KS
9/20-22	Rosamond, CA
11/9-10	Miami, FL

Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

8/4	Jefferson, PA
9/15	Freemansburg, PA
9/29	Jefferson, PA
10/13	Oregonia, OH

* All Star Invitational
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

8/31	Everett, PA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/29	Wendover, UT
10/20	Wells, NV

* Tentative
Info 614/891-2425

AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series

6/30	Charlotte, NC
8/25	Waterford, OH
9/8	Millfield, OH
9/22	Bunner Ridge, WV
10/6	Elkins, WV
10/20	Mt. Morris, PA
11/10	Greeneville, TN

Info 304/594-1157

AMA Amateur/Youth Nat'l Dirt Track C'ship

TT Scrambles Final

7/12-13	Peoria, IL

Short Track Final

7/9-10	Peoria, IL

Half Mile Final

7/6-7	Henry, IL

Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

6/23	Los Angeles, CA

Info 813/822-8929

AMA/CCS Pro/Am C'ship Road Race Series

Great Lakes Region

7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/14-15	Grattan, MI
10/5-6	Grattan, MI

South Florida Region

6/29-30	Savannah, GA
7/20-21	W. Palm Beach, FL
8/3-4	Savannah, GA
8/17-18	W. Palm Beach, FL
8/31-9/1	Savannah, GA
9/21-22	W. Palm Beach, FL
8/28-29	Braselton, GA
10/27	W. Palm Beach, FL
12/15	W. Palm Beach, FL

Southeast Region

6/29-30	Savannah, GA
8/3-4	Savannah, GA
8/17-18	Talladega, AL
8/31-9/1	Savannah, GA
10/12-13	Talladega, AL

Mid Atlantic Region

6/22-23	Summit Point, WV
7/20-21	Summit Point, WV
9/14-15	Summit Point, WV
8/28-29	Braselton, GA

Midwest Region

7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/7-8	S. Beloit, IL
10/5-6	Grattan, MI

Salt Lake Region

7/7	Bonneville, UT
9/1	Bonneville, UT
10/6	Bonneville, UT

Southwest Region

8/31-9/1	Las Vegas, NV
9/21-22	Chandler, AZ
10-/12-13	Las Vegas, NV

Northeast Region

6/29-30	Loudon, NH
7/20-21	Bridgehamton, NY
8/3-4	Loudon, NH
9/7-8	Loudon, NH

Mountain Region

6/22-23	Second Creek, CO
7/6-7	Second Creek, CO
7/20-21	Mt. View, CO
8/3-4	Pueblo, CO
8/17-18	Mt. View, CO
9/14-15	Steamboat Springs, CO
9/28-29	Second Creek, CO

Finale

10/18-20	Daytona Beach, FL

Info 614/891-2425

AMA Nat'l Reliability Enduro Series

6/22-23	McMinnville, OR
10/5	Minden, NV

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

9/1	TBA, PA
9/7	Wrentham, MA
9/8	Exeter, RI

Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers

Northeast Area

6/22-23	Amateur Regional Armaugh, PA

Southeast Area

6/22-23	Youth Regional Gainesville, FL

Mideast Area

6/22-23	Youth Regional Sugar Grove, OH

North Central Area

6/22-23	Amateur Regional Byron, IL

South Central Area

6/22-23	Am/Youth Regional Tyler, TX

Nat'l C'ship Finals

8/13-17	Hurricane Mills, TN

Info 419/478-5386

NMA/Coca Cola Grand Nat'l C'ship Motocross

8/6-11	Ponca City, OK

Info 213/868-8112

Alaska Motorcycle Assn. MX Series

6/30	Sutton, AK
7/6-7	Fairbanks, AK
7/21	Anchorage, AK
7/28	Sutton, AK
8/3-4	Sutton, AK
8/11	Anchorage, AK
8/31-9/1	Fairbanks, AK

9/8 Anchorage, AK
Info 907/694-2805

CMA Canadian Nat'l Dirt Track Series

7/1 Peterborough, Ontario, CAN
7/6 Jonquiere, Quebec, CAN
7/13 Welland, Ontario, CAN
8/10 Trois Rivieres, Quebec, CAN

CMA Canadian Nat'l MX Series

7/7 Ste-Genevieve de Batiscan, Que., CAN
7/14 Vallee Jonction, Quebec, CAN
7/21 Rimouski, Quebec, CAN

RACE Castrol-Motoplan Canadian Nat'l Road Race C'ship Series

6/21-23 Calgary, Alberta, CAN
7/12-14 Shannonville, Ont., CAN
7/26-28 Shubanacadie, N.S., CAN
8/9-11 Montreal, Quebec, CAN
8/30-9/1 Shannonville, Ont., CAN
Info 416/940-8873

RACE Castrol Eastern Canada Road Race Challenge Series

6/28-30 Shannonville, Ont., CAN
7/19-21 Le Circuit Deux Montagnes, CAN
8/16-18 Shannonville, Ont., CAN
9/27-29 Shannonville, Ont., CAN
Info 416/940-8873

WERA Pro/F-USA Road Race Series

6/21-23 Kent, WA
8/2-4 Brainerd, MN
8/23-25 Pocono, PA
9/20-22 W. Palm Beach, FL
10/30-11/3 Grand Nat'l Final Suzuki Nat'l Cup Final Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series

6/22 Kent, WA
7/13-14 Garrettsville, OH
8/3 Brainerd, MN
8/21 W. Palm Beach, FL
8/31 Millington, TN
9/14 Faulkville, GA
10/5 Clermont, IN
11/1 Braselton, GA
Info 803/681-WERA

WERA Nat'l Vintage Road Race Series

6/29 Grattan, MI
8/3 Talladega, AL
8/10 Rockingham, NC
8/17-18 Oak Hill, SC
8/23 Pocono, PA
8/31 Nelson Ledges, OH
Info 803/681-WERA

WERA Regional C'ship Road Race Series

Northeast/Mid-Atlantic Region

8/10-11 Rockingham, NC
8/17-18 Summit Point, WV
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/28-29 Garrettsville, OH
10/12-13 Summit Point, WV

Southeast Region

6/29-30 Talladega, AL
7/20-21 Faulkville, GA
8/10-11 Rockingham, NC
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 Faulkville, GA
9/28-29 Talladega, AL

North Central Region

6/29-30 Grattan, MI
7/27-28 Grattan, MI
8/17-18 E. St. Louis, IL
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Clermont, IN

Mid Central Region

6/29-30 Talladega, AL
8/3-4 Talladega, AL
8/17-18 E. St. Louis, MO
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/28-29 Talladega, AL

South Central Region

6/22-23 San Angelo, TX
7/20-21 Henderson, TX
8/3-4 College Station, TX
8/24-24 College Station, TX
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 College Station, TX
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship MX Series

6/23 Southwick, MA
6/30 C. Village, CT
7/7 Southwick, MA
7/28 Southwick, MA
8/11 Middleboro, MA
8/18 C. Village, CT
8/25 Southwick, MA
9/1-2 Lewiston, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/22 C. Village, CT
9/29 Southwick, MA
10/6 Middleboro, MA
10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

6/23 Wrentham, MA
6/30 Southampton, MA
7/28 Oxford, MA
9/8 Windsor, MA
9/22 Adams, MA
9/29 W. Greenwich, RI
10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series

7/7 Union, CT
7/14 Windsor, MA
7/21 Fishouse, NY
8/4 Thomaston, CT
8/11 Eastern, MA
8/18 Union, CT
8/25 Cheshire, MA
9/15 N. Petersburg, NY
10/6 Fishouse, NY
Info 203/875-5757

NETRA Turkey Run Series

7/21 Skowhegan, ME
8/4 Washington, MA
8/11 Southwest, MA
8/18 Bartonsville, VT
8/25 Gardner, MA
9/1 Allenstown, NH
9/8 Swiftwater, NH
9/15 Otis, MA
10/6 Winchendon, MA
10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series

6/23 Hobbie, PA
7/21 Blain, PA
7/28 Crossforks, PA
8/4 Middlebury Center, PA
8/11 Speedsville, NY
8/25 Mauricetown NJ
9/15 Shippensburg, PA
9/22 Brandonville, PA
9/29 W. Greenwich, RI
10/6 Greenbank, NJ
10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA Historic Cup Road Race Series

7/6 Grattan, MI
7/20 Summit Point, WV
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/28 Braselton, GA
Info 715/842-9699

AHRMA Showcase Road Race Series

6/29-30 Elkhart Lake, WI
8/3-4 Lexington, OH
9/7-8 Topeka, KS
9/21-22 Rosamond, CA
Info 715/842-9699

AHRMA Regional Road Race Series

6/22 Summit Point, WV
Info 715/842-9699

AHRMA-West C'ship Road Race Series

6/30 Sears Point, CA
7/14 Sears Point, CA
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/21 Portland, OR
10/20 Sears Point, CA
Info 415/829-6091

AHRMA Vintage Iron Nat'l MX Series

7/6 Buchanan, MI
9/13 Steamboat Springs, CO
Info 715/842-9699

AHRMA Vintage Trials Series

7/14 Donner Pass, CA
8/10 Toronto, OH
9/12 Steamboat Springs, CO
10/19-20 White City, IL
Info 609/426-4387

EVMR Vintage Motocross Series

7/7 Claverack, NY
8/31-9/1 South Berwick, ME
9/15 Southwick, MA
9/21 Broome-Tioga, NY
10/20 Englishtown, NJ
Info 201/385-5595

NY State C'ship Hare Scrambles Series

7/7 Speedsville, NY
7/28 South Edmonston, NY
8/25 Little Genesee, NY
9/8 South Edmonston, NY
9/29 Auburn, NY
10/27 South Edmonston, NY
Info 315/635-3396

CMA C'ship Supercross Series

9/14 Montreal, Quebec, CAN
Info 416/363-9035

VA C'ship Hare Scrambles Series

6/23 Bristol, VA
7/14 Surry, VA
7/28 Pulaski, VA
9/15 Middlebrook, VA
9/29 Martinsville, VA
10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

AMA Southeastern Regional C'ship MX Mega Series

6/29-30 Blountville, TN
7/14 Wytheville, VA
8/4 Morganton, NC
8/18 Wytheville, VA
8/25 Blountville, TN
9/15 Blountville, TN
9/29 Kingsport, TN
10/26-27 Blountville, TN
Info 615/323-5497

ATA Observed Trials C'ship Series

9/15 Cactus Flats, CA
10/6 Corral Canyon, CA
10/27 Lucerne Valley, CA
11/10 Littlerock Cyn., CA
Info 213/259-6631

Mid-Atlantic Vintage Trials Series

7/14 Bodines, PA
8/10-11 Toronto, OH
10/13 Toughkenamon, PA
Info 301/775-7209

PITS C'ship Trials Series

6/30 Donner, CA
7/21 Donner, CA
8/18 Donner, CA
9/8 Donner, CA
9/28-29 Sparks, NV
10/20 Santa Cruz, CA
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

All Iowa Trials Riders Assn. Series

7/14 Cedar Rapids, IA
8/3-4 Decatur, IA
9/8 Newton, IA
9/29 Marshaltown, IA
Info 319/377-8089

Int'l Oldtimers C'ship MX Series

6/29-30 Duncan, B.C., CAN
7/13-14 Rock Springs, WY
7/27-28 Sandy, OR
8/31-9/1 Fernley, NV
Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

6/29-30 Epping, NH
8/3-4 Jacksonville, NC
9/7-8 Louisville, KY
10/5-6 Atco, NJ
11/8-10 Bradenton, FL
Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

7/13-14 Columbus, OH
8/10-11 Reading, PA
9/14-15 Norwalk, OH
10/19-20 Atlanta, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

6/22-23 Albuquerque, NM
7/13-14 Spokane, WA
7/27-28 Rising Sun, MD
8/24-25 Rochester, NY
9/7-8 Bakersfield, CA
9/21-22 Indianapolis, IN
10/5-6 Baton Rouge, LA
10/26-27 Phoenix, AZ
11/15-17 Gainesville, FL
Info 315/735-1661

GFI/PERRIS RACEWAY 1991 SCHEDULE

Sat. June 22	No Race In Support Of L.A. SX	
Sun. June 23	GFI AM SX Round 5	L.A. Colisium
Sun. June 23	CRC/AHRMA Vin. Race	Perris Raceway
Sat. June 29	No Race In Support of Mammoth Mtn. MX	
Sat. July 6	GFI At Night Round 4	Perris Raceway
Sun. July 7	CRC MX Event	Perris Raceway

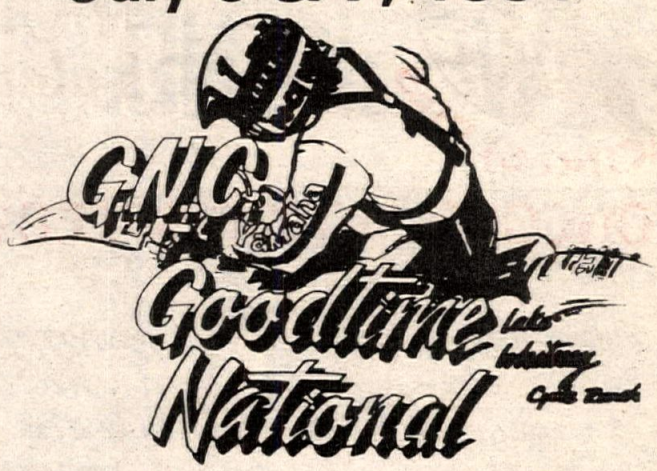
(714) 788-5853

Dirt Track Racing
Motorcycles, Quads & Odysseys
Flat Track 1/4 Mile Oval, & TT - Track
June 22 Porterville
June 28 Pro-100% Payback
Bakersfield Speedway
Info. Hot Line 805-323-7877

YAMAHA MOTOR CORPORATION, U.S.A.
PRESENTS THE

14th ANNUAL GOOD TIME NATIONAL

July 6 & 7, 1991



PLACE: Cycle Ranch, Whitney, TX
PRACTICE: Sat. 11:00 am
Sun. 7:00 am
RACE: Sat 12:00 noon
Sun. 8:45 am

$1200 Purse

$600 per class (125 & 250 Expert)

Paid by Moto
5-FOOT TROPHIES, 10 Places

GATE FEE: $10 per person for entire weekend
$7 per person if Sunday only
CAMPING: $3 per car
ELECTRICITY: $8 per night

CONTINGENCIES:
American Honda — Answer
American Suzuki — Dunlop
Yamaha Mtr. Corp. — JO JO
PJ1 Oil Corp. — SBS Brake Pads
Sun Star Sprockets

FOR INFORMATION: (817) 694-2901

GNC Computer No. _____ GNC Bike No. _____
Name _____ Phone No. _____
Address _____
City _____ State _____ Zip _____
Sponsor _____ Bike _____

RIDER CLASSIFICATION - MINICYCLE NATIONAL • 125-250 OPEN NATIONAL

SATURDAY	SUNDAY	SUNDAY
☐ 125 Open	☐ Teeny Mini St. (4-8)	☐ 125 Nov. ☐ Int. ☐ Exp.
☐ 250 Open	☐ Teeny Mini Mod. (4-8)	☐ 250 Nov. ☐ Int. ☐ Exp.
☐ Minibike Open (7-16 yrs.)	☐ Mini Mini (6-11 yrs.)	☐ Open
BEGINNER CLASSES	☐ Mini Jr. (7-11 yrs.)	☐ Over 25 Nov. ☐ Int. ☐ Masters
☐ Mini Mini (6-11 yrs.)	☐ Mini Sr. (12-13 yrs.)	☐ Over 30 Nov. ☐ Int.
☐ Mini Junior (7-11 yrs.)	☐ Mini Sr. (14-16 yrs.)	☐ Over 30 Masters
☐ Mini Senior (12-15 yrs.)	☐ Mini Stock (7-11 yrs.)	☐ 125 Stock Nov. ☐ Int.
☐ 125cc	☐ Mini Stock (12-13 yrs.)	☐ 250 Stock Nov. ☐ Int.
☐ 250cc-Open	☐ Mini Stock (14-16 yrs.)	☐ Over 40

Age Effective 7-1-91

ENTRY FEE:
Amateurs - $30 Experts - $30
Beginners - $20 with 42" trophies

Number of Classes Entered _____
Total Money Enclosed _____

ENTRY MUST BE POSTMARKED BY JUNE 26, 1991

I understand that the above track and Grand National Championship and their directors will not be responsible or held liable for any loss or damages arising by reason of accident, occurrence, injuries or damages to myself or members of my family and any minor child in my care while I am participating in a Grand National Championship event, whether or not such injury, accident or damages were caused by the negligence of the above track, Grand National Championship or any of their directors, directives, or people with whom they are associated.

Rider Participant _____
If rider participant is under 18, parent or guardian adult must sign here:

Parent Guardian _____

Please Mail Application and Entry Fee To:
Jerry Surber, National Director GRAND NATIONAL CHAMPIONSHIP • P.O. Box 1603, Whitney, Texas 76692

New Street Model
Display And Demo Ride.

AT THE AMA SUPERCYCLE WEEKEND.

ROAD AMERICA RACEWAY
Elkhart Lake, Wisconsin

Product Display:
Sunday, June 30
9am–5pm

Demo Rides:
Friday, June 28th
Saturday, June 29th
9am–5pm

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Let the good times roll.

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$3200.00

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HONDA
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ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. Read your owner's manual thoroughly. For rider training information, call the Motorcycle Safety Foundation at 1-800-447-4700. Rearview mirrors are standard equipment. California version differs slightly due to emissions equipment.

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CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
MX Racing Every Friday Night at LACR
Gates Open 5pm Practice 6pm Race 7pm

Sun. June 23 MX LA County Raceway
Sun. June 30 GP Glen Helen
Meadow Muffin
Sun. July 7 MX Perris Raceway
Sun. July 14 MX LA County Raceway

Next Vintage Race
Sun. June 23 *Changed To* Perris Raceway
** Open Practice **
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

CALENDAR

HDRA All Harley Drag Race Series

7/4-5	Charlotte, NC
8/24-25	Beaver Springs, PA
9/14-15	Salem, OH
10/19-20	Farmington, NC
11/16-17	TBA

Info 919/229-4877

AMRA All Harley Drag Series

6/22-23	Union Grove, WI
7/5-6	Humbolt, IA
7/20-21	Clarksville, TN
8/7-9	Sturgis, SD
8/24	Copemish, MI
9/1	Scriber, NE
9/14-15	Kokomo, IN
10/5-6	Beechmont, KY

Info 708/250-0838

CRA Fall Cross Country Series

9/15	Millport, OH
9/22	Canal Fulton, OH
10/13	Tippecanoe, OH
10/20	Malvern, OH
10/27	Ravenna, OH
11/17	Amherst, OH

Info 216/538-2220

CRA Fall Motocross Series

9/8	Salem, OH
9/21	Malvern, OH
9/28	Millport, OH
10/27	Amherst, OH

Info 216/636-5505

WNYSC C'ship Summer Series

6/23	Palmyra, NY
6/30	Auburn, NY
7/21	Silver Springs, NY
7/28	Batavia, NY
8/4	Palmyra, NY
8/11	Hunt, NY
8/18	Palmyra, NY

Info 716/594-8660

WNYSC C'ship Fall Series

8/25	Silver Springs, NY
9/1	Auburn, NY
9/8	Hunt, NY
9/15	Batavia, NY
9/29	Silver Springs, NY
10/6	Palmyra, NY
10/13	Silver Springs, NY
10/20	Batavia, NY
10/27	Batavia, NY

Info 716/594-8660

MO Hare-Scrambles C'ship Series

6/23	Reform, MO
7/21	Flat River, MO
8/4	Steelville, MO
8/25	Sedalia, MO
9/8	Canton, MO
9/22	Collins, MO
10/6	Flat River, MO
10/20	Potosi, MO

Info 314/392-2475

ARRA Road Race Series

7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

OMRRA C'ship Road Race Series

8/18	Portland, OR
9/21-22	Portland, OR
10/20	Portland, OR

Info 503/221-1487

MRA Road Race Series

6/23	Second Creek, CO
7/7	Second Creek, CO
7/21	Mountain View, CO
8/4	Pueblo, CO
8/18	Mountain View, CO
9/14-15	Steamboat Springs, CO
9/29	Second Creek, CO

Info 303/789-2429

CRA C'ship Road Race Series

6/29-30	Brainerd, MN
9/14-15	Brainerd, MN

Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX

Info 818/889-9216.

Golden Crown of Baja Series

7/26-28	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

10/5	Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

SUDS Off-Road Series

7/13-14	Tecate, Baja, MEX
8/17-18	San Bernardino, CA
10/19-20	Tecate, Baja, MEX
11/16-17	San Bernardino, CA

Info 818/340-5750

ADRA International Desert Race Series

7/6-7	TBA
8/4	Flagstaff, AZ
9/1	Heber, AZ
10/12-13	Sonora, MEX
12/7	Sonora, MEX

Info 602/274-0010

Black-Jack Enduro Circuit Series

7/28	Goodman, MS
8/11	Breezy Hill, LA
9/15	Little Rock, AR
9/29	Stillwater, OK
10/13	Tulsa, OK
10/27	Oklahoma City, OK

Info 903/832-5323

RMEC Enduro Series

6/30	Woodland Park, CO
7/14	Walden, CO
7/21	Del Norte, CO
8/4	Steamboat Springs, CO
10/6	Cloudcroft, NM

Info 307/742-4136

CRRC Road Race Series

6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/3-4	College Station, TX
8/24-25	College Station, TX
9/14-15	College Station, TX
10/12-13	Henderson, TX
10/30-11/3	Grand Nat'l Final Braselton, GA

*Tenative
Info 713/342-9032

Texas Cross Country Racing Assn. Series

6/30	Mosier Valley, TX
8/25	Waco, TX
9/8	Weatherford, TX
9/22	Lake Whitney, TX
10/6	Swan, TX

Info 214/229-9512

OCCRA Cross Country Series

9/8	Lawton, OK
9/22	Shagbark, OK
10/6	TBA
10/20	Stillwater, OK
11/10	Lake Murray, OK
11/24	Oklahoma City, OK

Info 405/632-3370

Oklahoma State C'ship MX Series

6/22	Oklahoma City, OK
7/13	Lawton, OK
9/1	Oklahoma City, OK
9/22	Elk City, OK
10/20	Stillwater, OK
11/10	TBA

USBA C'ship Road Race Series

7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/5-6	Salt Lake City, UT

Info 801/973-9091

MTEG Off-Road C'ship GP Series

7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

* Tentative
Info 714/938-4100

AFM Road Race Series

6/29-30	Sears Point, CA
7/13-14	Sears Point, CA
8/10-11	Sears Point, CA
8/31-9/1	Sears Point, CA
10/20	Sears Point, CA

Info 415/537-8208

NMA Mini Road Race Series

7/7	Riverside, CA
7/28	Amago, CA
8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

GFI Amateur Supercross Series

6/23	Los Angeles, CA

NMA Off Road Series

8/17-18	Bellingham, WA
9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA

Info 206/724-7515

NMA Enduro Series

7/21	Chehalis, WA
7/27	Mt. Vernon, WA
9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA

Info 206/724-7515

JUNE

S	M	T	W	T	F	S
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

JULY

S	M	T	W	T	F	S
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

• Denotes Pro Payback

June 19

CALIFORNIA SPEEDWAY
• IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/363-2653.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 21

CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Prk, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
IDAHO SHORT TRACK
• AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
MICHIGAN SUPERCROSS
AMA/D-14/Michigan Fair SX C'ship Series. Newaygo County Fair, Fremont. Info 616/924-0888.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 21-23

CANADA ROAD RACE
RACE Castrol-Motoplan Canadian Nat'l C'ship Series. Race City Speedway, Calgary, Alberta. Info 613/966-4882.

June 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

ALABAMA MOTOCROSS
● Warrior's MX, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC Mid-Summer Night Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA SUPERCROSS
● AMA Camel Supercross Series. Los Angeles Coliseum, Los Angeles. Info 1-900-468-4787.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA ARENACROSS
Silver State MX. Bishop. Info 702/267-4392.
COLORADO SUPERCROSS
SRAC/E & M Enterprises. Greeley Fairgrounds, Greeley. Info 303/988-7722.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-4606 or 0827.
FLORIDA MOTOCROSS
Dade City Raceway Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
INDIANA TT SCRAMBLES
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
MINNESOTA SHORT TRACK
DTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-7818 or 560-0062.
NEW YORK SPEEDWAY/
DIRT DRAGS/ENDURO
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA STADIUMCROSS
● Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
NORTH CAROLINA SUPERCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SUPERCROSS
CRA. Western Reserve MC, Salem. Info 216/337-8077 or 337-8005.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Pickaway County Fair, Circleville. Info 614/596-2057.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE MOTOCROSS
Stay in School Challenge. Dallas Ricker Complex, Inc., Kingsport. Info 615/234-0772.
TENNESSEE SAND DRAGS
● West Tenn. Sand Drags, Friendship. Info 901/656-2320.
TEXAS SHORT TRACK/TT
Boyd Raceway, Boyd. Info 817/444-BOYD.
WASHINGTON MOTOCROSS
● CMC Pac-West MX Nat'ls. Washougal MX, Washougal. Info 206/246-8484.
WASHINGTON SHORT TRACK
● AMA/D-27/Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/733-1694.
WASHINGTON SHORT TRACK
● AMA/D-27. Rainier Bowl, Rainier. Info 206/862-1199.

June 22-23

MICHIGAN MOTOCROSS
MRA. Irish Hills MX, Clinton. Info 313/289-2100.
NEW MEXICO DRAGS
● Dragbike! USA Nat'l C'ship Series. 9th Annual Thunder Drags. New Mexico Motorsports Park, Albuquerque. Info 315/735-1661.
WASHINGTON MOTOCROSS
● CMC Pac-West Nationals. Washougal MX Track, Washougal. Info 206/246-8484.
WISCONSIN DRAGS
● Harley Homecoming Nationals. Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

June 23

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SUPERCROSS
GFI Amateur SX Series. L.A. Coliseum, Los Angeles. Info 714/788-5853.
CALIFORNIA MOTOCROSS
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA MOTOCROSS
● CRC/AHRMA-West Regional Vintage Race. Perris Raceway, Perris. Info 213/490-0012 or 714/897-8265.
CALIFORNIA MOTOCROSS
● GFI/Motowest Racing Ent. Hollister GP Track, Hollister. Info 408/238-8208 or 637-2073.
CANADA TRIALS
Mich./Ontario Trials Assn./Windsor MC. Windsor. Info 519/252-1271.
DELAWARE MOTOCROSS
AMA. Seaford Speedway, Seaford. Info 302/335-4386.
ILLINOIS SHORT TRACK
● AMA/Triangle Motor Sports. Henry County Fairgrounds, Cambridge. Info 414/699-3387.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
KORR GP MX Series. Green Acres Raceway, Marion. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
LOUISIANA HARE SCRAMBLE
AMA/SERA/LHSA. Louisiana Trail Riders Assn. Kisatchie Nat'l Forest, Pitkin. Info 504/748-8693 or 8569.
MARYLAND MOTOCROSS
Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick. Info 413/569-6801.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Reform. Info 314/392-2475 or 417/865-5127.
NEW HAMPSHIRE MOTOCROSS
VMA Series. Franklin. Info 802/525-6985.
NEW JERSEY MOTOCROSS
● AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW MEXICO MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Albuquerque. Info 505/281-8094.
NEW YORK MINI RACE
NEMA Series. Claverack MX, Claverack. Info 518/828-6149.
NEW YORK MOTOCROSS
● D-4/WNYSC Series/Palmyra MX Racing. Hog Back Hill, Palmyra. Info 716/425-2917 or 594-8660.
NEW YORK MOTOCROSS
AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NORTH CAROLINA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. W. Salem. Info 704/873-5083.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
CRA. Salem MC, Salem. Info 216/482-2971 or 427-6645.
OKLAHOMA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Elk City. Info 405/562-3277 or 670-3451.
OREGON SHORT TRACK
● Kerby Racepark, Cave Junction Info 503/592-2978 or 476-4336.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA ENDURO
AMA/D-4/ECEA C'ship Series. Shotgun Run. High Mountain Dirt Riders, Hobbie. Info 717/474-5636.
SOUTH CAROLINA MOTOCROSS
D-29. Hell Hole, Leesville. Info 704/732-8100 or 873-5083.
TENNESSEE SHORT TRACK
● Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 586-6677.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Harleywood Trail Riders, Bristol. Info 703/466-2037 or 669-2634.
VIRGINIA MOTOCROSS
● AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 980-0648.
WASHINGTON MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Washougal. Info 208/667-8515.
WASHINGTON SHORT TRACK
AMA/D-27/Tacoma MC. ORV Park, McCleary. Info 206/535-8817.

June 26

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
IOWA MOTOCROSS
NMA Regional/K & C Racing. Berm Busters MX Park, Greenfield. Info 515/763-2461.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 27

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

June 28

CALIFORNIA STADIUMCROSS
● CMC. Sacramento Raceway, Sacramento. Info 916/363-2653.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/374-2134 or 632-FAST.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
KENTUCKY HALF MILE
Paducah Dirt Riders. Carson Park, Paducah. Info 502/444-6438.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
● CMC/GFI/OT of NV/NMA Ponca City Nat'l Qualifier. Carson City. Info 702/267-4392 or 916/544-0548.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN SHORT TRACK
J & P Swap Meet Promotions. Sheboygan County Fairgrounds, Plymouth. Info 319/462-4605.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 28-30

WISCONSIN ROAD RACE
● AMA Nat'l C'ship Road Race Series. Road America, Elkhart Lake. Info 414/876-3366.

June 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA MOTOCROSS
● CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
● GFI. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
● Coors/Kawasaki MX Series. Ventura County Fairgrounds, Ventura. Info 805/656-1122.
DELAWARE SHORT TRACK
AMA/DE Motor Sports. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
HAWAII SUPERCROSS
● Pan Pacific Supercross Series. Aloha Stadium, Honolulu. Info 808/671-9041.

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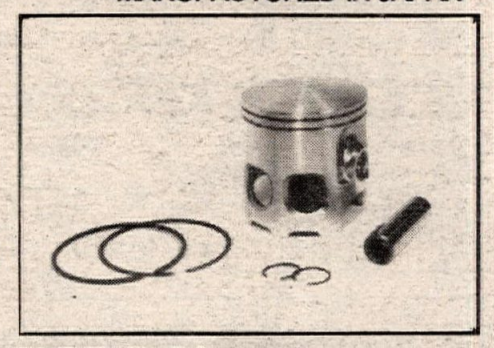

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CALENDAR

IDAHO HARE SCRAMBLES
AMA/Idaho-Nevada Series. Sun Valley GP, Hailey. Info 208/726-7454.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEW YORK SUPERCROSS
● Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA STADIDUMCROSS
● Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. info 216/837-5694.
OHIO SUPERCROSS
AMA/Action Sports Promotions, Inc. Nelsonville. Info 614/594-6686.
SOUTH CAROLINA MOTOCROSS
D-29. Low Country, Hardeeville. Info 704/732-8100 or 873-5083.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

June 29-30

ALABAMA ROAD RACE
WERA Sprints. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. Sequoia Scenic Challenge. Sequoia Nat'l Forest, Lake Isabella. Info 818/701-1913.
CALIFORNIA ROAD RACE
AFM. Sears Point Raceway, Sears Point. Info 415/537-8208.
CANADA OT MOTOCROSS
Int'l Oldtimers C'ship Series. British Columbia Oldtimers, Duncan, B.C. Info 208/467-3593.
INDIANA MOTOCROSS/HARE SCRAMBLES
AMA/D-12 & 15/Read's Racing Unlimited. Trojan Track, N. Webster. Info 219/594-2649 or 594-2974.
NEW HAMPSHIRE DRAGS
● PROSTAR Nat'l C'ship Series. Can-Am Nat'ls. New England Dragway, Epping. Info 609/768-4624.
NEW JERSEY MOTOCROSS
AMA/Pro Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
TENNESSEE MOTOCROSS
● AMA S.E. Regional C'ship MegaSeries. Muddy Creek Raceway, Blountville. Info 615/323-5497.
VERMONT MOTOCROSS
VMA/NEMA. Rider Hill, Derby. Info 802/525-6985 or 207/384-5209.
WISCONSIN ROAD RACE/SWAP MEET
J & P Swap Meet Promotions. Road America, Elkhart Lake. Info 319/462-4605.

June 30

ALASKA MOTOCROSS
Alaska M/C Racing Assn. Alpine Raceway, Sutton. Info 907/694-2805.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA TRIALS
AMA/PITS Series. Donner. Info 916/723-9560.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
KMSA/NMA Ponca City Nat'l Qualifier. Midwest MX, Great Bend. Info 913/842-8272.
KENTUCKY HARE SCRAMBLES
Pendleton Co. M/C Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Knox Trail Riders, Southampton. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 313/289-2100.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotions. Mustang Acres, Brighton. Info 313/295-2169.
MINNESOTA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Mazeppa. Info 512/451-8401.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 o 939-5077.
NEVADA MOTOCROSS
● GFI/Oldtimers of NV. Silver State Raceway, Carson City. Info 702/322-4311 or 885-0233.
NEW YORK ENDURO
AMA/D-4/WNYERA. Java Gun Club, Java Center. Info 716/652-3531.
NEW YORK SPEEDWAY
Pro-Motion Spring Fever Series Qualifier. American Speedway, Owego. Info 607/748-5929.
NEW YORK SHORT TRACK
Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NEW YORK HILLCLIMB
AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. W. Salem. Info 704/873-5083.
NORTH CAROLINA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l GNCC. Cyclweek 100, Charlotte. Info 304/594-1157.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Broken Spokes, New Philadelphia. Info 216/262-4945.
OHIO MOTOCROSS
AMA/Tony D/Boyesen/Scott/Dunlop Day. Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO SHORT TRACK TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/NMA Ponca City Nat'l Qual. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TENNESSEE MOTOCROSS
TNT MX Park, Milan. Info 615/294-2099.
TEXAS CROSS COUNTRY
TCCRA. Mosier Valey MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Tyler. Info 214/660-6107.
TEXAS MOTOCROSS
Dirt Bikers Club of San Antonio. Kent Howerton's Riverside Raceway, San Antonio. Info 512/621-2429 or 694-0388.

July 1

CANADA SHORT TRACK
● CMA/Independent Race Promotions. Kawartha Downs Raceway, Fraserville/Peterborough, Ontario. Info 519/632-7802 or 632-8110.

July 3

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
TEXAS SHORT TRACK/TT
● Firecracker Classic. Boyd Raceway, Boyd. Info 817/444-BOYD.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 4

CALIFORNIA STADIUMCROSS
● Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA ARENACROSS
Weaverville Lions Club. Lowden Park, Weaverville. Info 916/623-4244.
ILLINOIS SHORT TRACK
● Red Rider Productions. Tri-County Fairgrounds, Mendota. Info 815/288-9476.
NEW YORK MOTOCROSS
AMA/Dunlop Tire C'ship. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO MOTOCROSS
Smith Road Raceway, Medina. Info 216/725-8569.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Washington County Fairgrounds, Marietta. Info 614/596-2057.
OREGON SUPERCROSS
MXNW Series. Washington County Fairgrounds, Hillsboro. Info 503/648-4555.
TENNESSEE MOTOCROSS
AMA/Smokies Summer Cup. Dallas-Ricker Complex, Kingsport. Info 615/234-0772.
WYOMING HALF MILE
● Motor Sports of America. Central Wyoming Fairgrounds, Casper. Info 1-800-544-8714.

July 4-5

MICHIGAN MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Millington. Info 616/956-5537.
NORTH CAROLINA DRAGS
● HDRA/N.C. H-D Dealers Assn. Charlotte motor Speedway, Charlotte. Info 919/229-4877.

July 4-6

NORTH CAROLINA ROAD RACE
AMA Nat'l C'ship Road Race Series. Charlotte Motor Speedway, Charlotte. Info 614/891-2425.
WASHINGTON SHORT TRACK
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

July 4-7

INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimted. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.

July 5

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
SOUTH DAKOTA SHORT TRACK
VDTRA. Jackpine Gypsies MC clubgrounds, Sturgis. Info 605/347-4243.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 5-6

IOWA DRAGS
AMRA All Harley Drags Series/Iowa All Harley Drags. Humbolt County Dragway, Humbolt. Info 712/262-8910.

July 5-7

CALIFORNIA DESERT RACE
SCORE/HDRA Int'l Desert Race Series. HDRA Fireworks 250. Barstow. Info 213/540-5001.

July 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA STADIUM MX
● Bounty Hunter Series/NMA Ponca City Nat'l Qual. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CANADA DIRT TRACK
● CMA Canadian Nat'l Dirt Track Series. Jonquiere, Quebec. Info 514/654-8193.
FLORIDA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-0827 or 4606.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
MICHIGAN MOTOCROSS
AHRMA Vintage Iron Nat'l MX Series. Buchhanan. Info 209/252-9053.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEW YORK SUPERCROSS
● Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA SUPERCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA STADIUMCROSS
● Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.

OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA HARE SCRAMBLE/ SUPERCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
SOUTH DAKOTA TT
VDTRA/Jackpine Gypsies. Sturgis. Info 605/347-4243.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SAND DRAGS
● West Tenn. Sand Drags, Inc. Friendship. Info 901/656-2320.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

July 6-7

ALASKA MOTOCROSS
AlaskaMC Racing Assn. North Pole Raceway, Fairbanks. Info 907/694-2805.
MAINE MOTOCROSS
NEMA Series. South Berwick. Info 207/384-5209 or 508/763-8948.
MISSOURI MOTOCROSS
AMA/D-18/LOMX Racing. Lake Ozark MX Park, Osage Beach. Info 314/369-2779 or 369-2248.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco. Steel City USA, Delmont. Info 304/594-1157.
WASHINGTON SUPERCROSS
● Webb Hill Raceways. Kittitas County Fairgrounds, Ellensburg. Info 206/631-5899.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 7

ALABAMA MOTOCROSS
● Cane Creek MX Park, Heflin. Info 205/463-5470 or 463-2401.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
● CMC Summer Series #3. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CANADA MOTOCROSS
● CMA Canadian Nat'l MX Series. Ste-Genevieve de Batiscan, Quebec. Info 514/654-8193.
CONNECTICUT HARE SCRAMBLES
NETRA C'ship Series. Conn. State Hare Scrambles, Union. Info 203/875-5757.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
KANSAS MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick. Info 413/772-0685.
MISSISSIPPI MOTOCROSS
● Taz-Mania Motocross, Inc. New Albany. Info 601/534-2836.
NEVADA MOTOCROSS
● Vintage MX. Silver State MX, Carson City. Info 916/544-0548 or 702/883-6111.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK MOTOCROSS
● CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK MOTOCROSS
EVMR Vintage MX Series. Clayrack. Info 201/784-9854.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. Speedsville. Info 607/657-8183.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA MOTOCROSS
D-29. Top Gun, Iron Station. Info 704/732-8100 or 873-5083.
OHIO HARE SCRAMBLES
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO ENDURO
ERA Series. Vinton County Fairgrounds, McArthur. Info 614/444-9600.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
OREGON SHORT TRACK
● Kerby Racepark, Cave Junction. Info 503/592-2978 or 476-4336.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
Bellco, Inc. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH DAKOTA HALF MILE
VDTRA. Sturgis Fairgrounds, Sturgis. Info 605/347-4243.
WASHINGTON SHORT TRACK
AMA/D-27. Tacoma MC, ORV Park, McCleary. Info 206/535-8817.

July 10

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 11

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

July 12

ARIZONA MOTOCROSS
● CMC Mid-Summer Night Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
NEVADA MOTOCROSS
● Big Valley Honda Nite. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
PENNSYLVANIA SUPERCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 12-14

CANADA ROAD RACE
● Castrol-Motoplan Canadian Nat'l C'ship Series. 10th Annual Superbike Challenge. Shannonville, Ontario. Info 613/966-4882 or 416/940-8873.

July 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior's MX, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
●GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
● GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA STADIUM MX
● Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CANADA SHORT TRACK
● CMA. Canadian Nat'l Dirt Track Series. Welland, Ontario. Info 514/654-8193.
FLORIDA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
IOWA SUPERCROSS
● Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Spprout Patch Competition, Billings. Info 417/744-2593.
NEBRASKA SUPERCROSS
Cornhusker MX Circuit. Bridgeport. Info 308/262-0929.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA STADIUMCROSS
● Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
OHIO SHORT TRACK
Mansfield MC clubgrounds, Mansfield. Info 419/524-1347.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

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Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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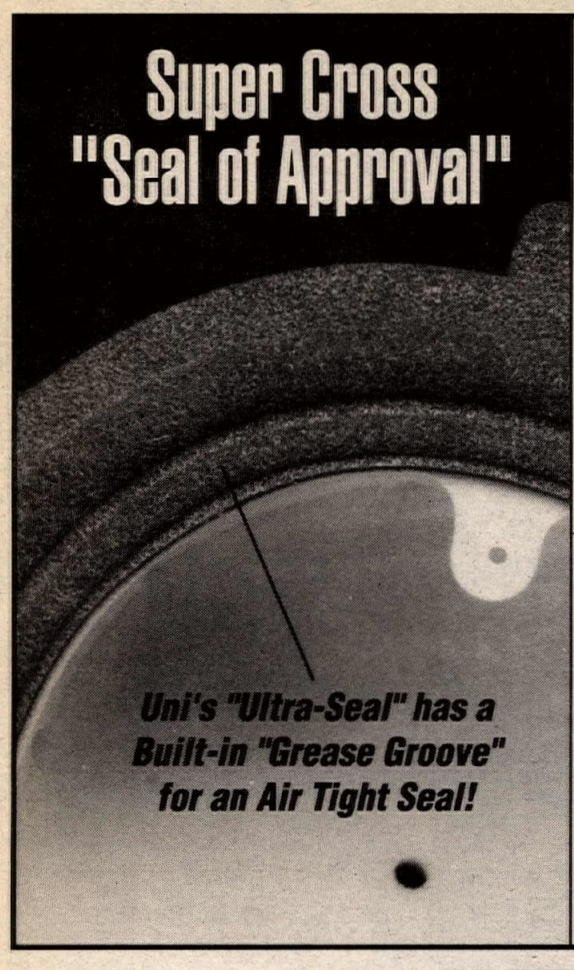

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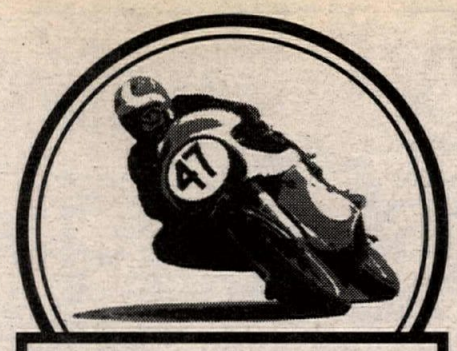

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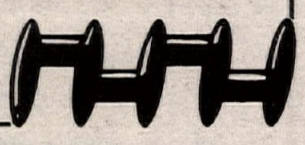

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If you have good telephone sales skills and motorcycle knowledge, CYCLE NEWS has a position for you in our Long Beach, California office. Position requires calling of motorcycle dealerships to handle our 3 publications. Self-starter, good organizational skills and limited travel are some requirements. Salary plus commission with good benefits. Call for an appointment. (213) 427-7433. 9am-5pm. 523-25)

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CYCLE NEWS has an immediate opening in our Eastern Advertising Office located in Atlanta (Tucker), Georgia. Motorcycle knowledge a must. Position requires that you be a self-starter, highly motivated, possess excellent organizational skills, be detail-oriented and willing to travel occassionally. Entry level, salary plus commission, good benefits. For interview call (404) 934-7850. GA. (522/TFN)

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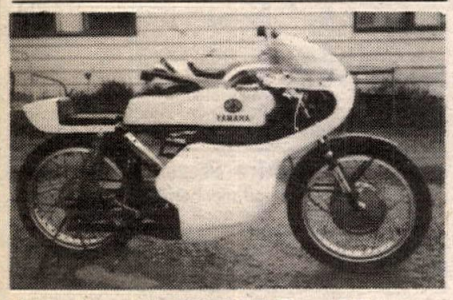

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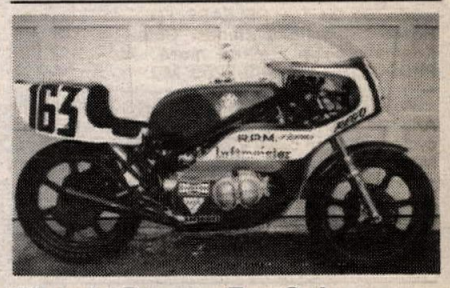

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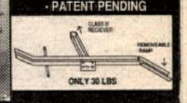

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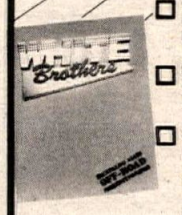

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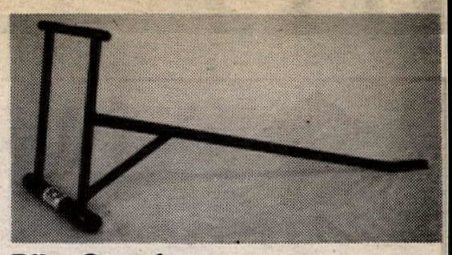

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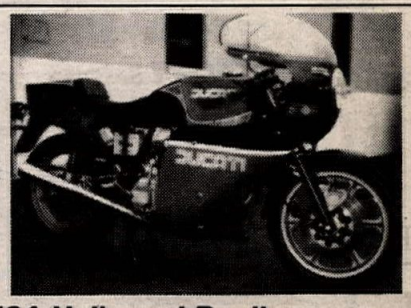

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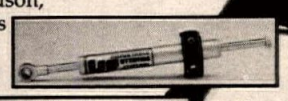

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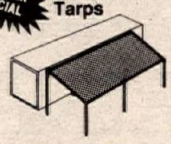

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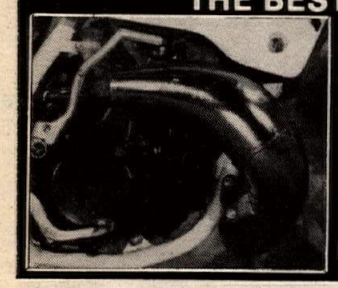

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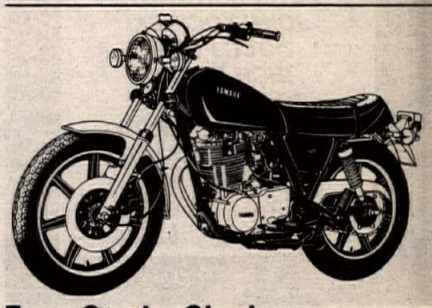

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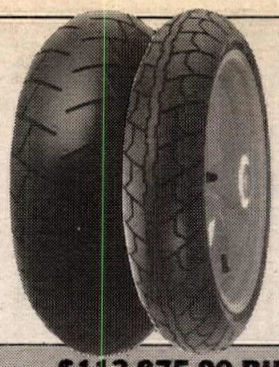

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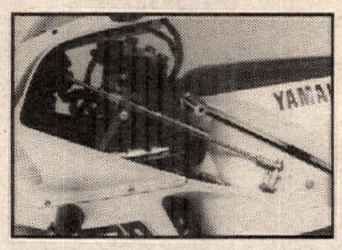

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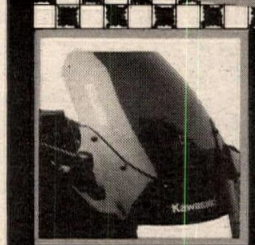

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Jeff Capt Yam
John Braasch Kaw
James Summers Hus
Keith Loonsfoot
Darren Rivers Yam
125 NOV
Ryan Dean Yam
Eric Dillon Yam
Scott Late Kaw
Chad Cook Yam
Tony Dillon Hon
250 AM
Chris Radzinski Yam
Tim Thompson Kaw
Steve Swenson Yam
Eric Hanks Yam
Bob Surman Yam
250 BEG
Nick Kraus Hon
Terry Demontmorency Yam
Mark Hirsch Yam
Steven Bolt Yam
Adam Johnson Hon
250 EX
Jimmy Lewis KTM
David Ondas Kaw
John Rudder ATK
Spencer Bloomer Kaw
Duane Summer Yam
250 NOV
Charlie Garrett KTM
Scott Moring Yam
Sam Murphy Suz
Mike Newman Yam
Mikr Newman Yam
Greg Cook Hon
OPEN AM
Jason Trubey Kaw
Scott Herweg KTM
Jerry Grabow KTM
James Fowler Hon
Randy Bennett Hon
OPEN BEG
Conrad Batham Hon
Ross Martin ATK
Dana Hayward Hon
Darryl White Hon
OPEN EX
Ted Hunnicutt Kaw
Chris Crandall ATK
Abe Bauman Kaw
John Rudder ATK
Steve Cole Kaw
OPEN NOV
William Mills Kaw
David Duke Yam
Devin Carson KTM
Dave Shanor Hon
Dale Aastrom Hon
250 AM VET
Jeffery Prince KTM
Jim Brown
Steve Clark Suz
Myron McCorkle Hon
John Marsh Yam
250 BEG VET
Gary Wilson Yam
Jim Geddes Yam
Dave Dolan Suz
Michael Blackford Yam
250 EX VET
Phil Gorgone Hon
Kenny Parry Kaw
Tim Nething Hus
Dale Conner Yam
Scott Anderson Hus
250 NOV VET
Marty Babcock Kaw
Dave Fritsch Yam
Fred Tuttle KTM
John Regalado Yam
John Abel Yam
OPEN AM VET
John Parsons ATK
Ken Nance KTM
Mark Haber Hus
Garcia Holloway Hus
Russell Boyd ATK
OPEN BEG VET
Lloyd Snyder Hon
Steve Carter ATK
Randy Winslow Hon
Tim Warstler Hon
John Dietrich Yam
OPEN EX VET
Ron Bragdon Kaw
Scott Walker Hon
James Ditson Kaw
Mike Whitcomb KTM
Danny Reider Kaw
OPEN NOV VET
Gary Cox KTM
Richard Cooliage Kaw
Pat Lavespere KTM
Bill Perkins ATK
Richard Gold Kaw
250 AM SENIOR
John Roberts Yam
Larry Earwood KTM
Cliff Ray Kaw
Jim Hruby KTM
Mike Dunsworth Kaw
250 EX SENIOR
Steve Thompson Kaw
Jim Smith KTM
Don Doerksen Yam
Ron Christner Yam
Lane Hodgin Hon
250 NOV SENIOR
Michael Yelton Yam
Bob Pryon Hon
Herb Fish Hon
Mike Tracy Kaw
OPEN AM SENIOR
Pete Markese KTM
John Taylor Mai
Larry Hall Kaw
Dick Moller Kaw
Bill Scales Kaw
OPEN BEG SENIOR
Gary Johansen Hon
OPEN EX SENIOR
Dennis Patterson Kaw
T. V. Holmes KTM
Rex Pitts Yam
Robert Torgerson Yam
Erinie Mnoian Kaw
OPEN NOV SENIOR
Ken Nichols Hon
George Hanes Hon
Robby Bland Kaw
Phil Hendricks Hon
AM SUPER SENIOR
Lyle Taylor Tri
Ed Heyne Yam
Bud Warner Yam
Jack Shook Hon
Eugene Jasperson Hus
EX SUPER SENIOR
Art More Kaw
Al Guzman Kaw
Gary Charters Kaw
Jim Ingersoll Kaw
Gene Dempsey ATK
NOV SUPER SENIOR
George Thomas Kaw
Joe Munhoff Hon
MINI
Shawn Bolding Kaw
Cliff Cook Suz

Drag Race
AMRA
Gateway Int'l Rcwy
Fairmont, IL
May 18 & 19

T/F
Pet Hill
Warren Custom Plating
A/F
Mike Romine
Leo Hess
B/F
Robert Sutterlin
Bill Gilbert
T/G
Bob Taft
Jack Larson
P/S
James Raisigel
Darrel Copeman
S/FL
Matt Hawkins
Jim Klopfenstein
EV/FL
Dick Disher
Neil Stehr
S/XL
Butch Cullison
Charlie Bookmiller
M/FL
Pam Cummings
Orville Lkine
SM/FL
Marley Slabaugh
Jeffrey Flora
M/XL
Rick Bledsoe
Joe Miller
SM/XL
Michael Shute
Tony VonDeLinde
H/S
Jeff Bradley
Johnny West
D
Dennis Dlaney
T
Peg Leg Parker
Billy Lockhart
SS/FL
J. R. Sheaffer
Terry Walsh
SS/XL
Steve Carnes
Harold Judy

Grand Prix
SRA
Glen Helen Rcwy
San Bernardino, CA
May 19

OPEN EXP
Johnny Campbell
Dave Donatoni
Michael Tripes
Craig Adams
Wildman Whitaker
OPEN AM
Brian Cornelius
Eric Meyers
Mike Seeley
Scott Kinkins
OPEN NOV
John Darby
Big Chris Scott
Greg Gamble
Mark Stroup
Jason Bickrell
OPEN BEG
Jeff larsen
Riggie Johnson
John Perkins
Ed Reyes
Tom Dunham
SENIORS EXP
Buster Lawrence
Ron Dugan
Steve Bussell
Monte Lee
Bill Car
SENIOR AM
Hal Wilday
Eair Shuler
Gary Goulart
Jim Cooper
SENIOR NOV
Dennis Wilson
Steve Jenningo
David Mills
Don Anderson
Fred Boyd
SENIOR BEG
Doug Krause
Ken Feulnor
John Altamirano
Bill Kruger
Jim McCullah
SUPER SENIOR EXP
John Huegel
Harold Soens
Jim Hayes
SUPER SENIOR AM
John Braasch
Paul Ziegler
SUPER SENIOR NOV
Dwayne Boyer
SUPER SENIOR BEG
Todd Scott
WOMEN
Tamyra Tracy
Faye Preston
80 NOV
David Hughes
Kenny Miller
80 BEG
Joel Hughes
Franklin Ziegler
Ryan Davis
Billy Nicoll
Chris Kelly
250 EXP
Johnny Campbell
Dave Donatoni
Bruce McDougal
250 AM
Jamie Campbell
Todd Broussard
John Stuetzel
A. Dusty Rode
Mike Scray
250 NOV
Duane Potts
Joey Ciracco
Jason Aeck
Jon Speight
Darrel Towery
250 BEG
David Manriquez
John Perkins
Craig Betts
Sean Colgah
Randy Noriego
200 EXP
Dave Donatoni
David Cincotta
Tracy Hrach
200 AMA
Eric Bierman
Wade Baebler
Chris Ladely
200 NOV
A. J. Lamb
Dean Ostrander
200 BEG
Craig Betts
Mondo Duran
David Huges
Tommy Roberts
Mike Cossell
VET OPEN EXP
Craig Adams
Wildman Boese
VET OPEN/250 AM
Michael Zangara
A. Dusty Rode
Jim Calkins
Scott McEwen
Chris Nelson
VET OPEN NOV
Mark Marine
Mark Stroup
Dan Smith
Michael Bomer
Tim Rash
VET OPEN BEG
P. J. Wright Jr.
Chris Badgwell
Kevin Murphy
Mike Duval
VET 250 EXP
Rick James
Austen Haydis
Chuck Duran
Mark Gervais
Steve Bussell
VET 250 NOV
Craig Geary
Robert Stewary
Craig Wells
Bob Archer
Mike Brown
VET 250 BEG
Mike Carter
Nelson Hernandez
John Corina
Frank Benefield
Mike Cimmarusti
VET 125 EXP
Tracy Hrach
Paul Vogelsang
Larry Thompson
David Wentz
Warren Barr
VET 125 NOV
Bob Breach
TEAM EXP
Dean Grant & Jay Cox
Jeremy Albrecht & Marc Peters
Dave Castillo & Kevin Shater
Sten Rasmussen & Billy Felts
TEAM AM
Jeff Kinney & Mike Seeley
TEAM NOV
Jason Aeck & Joey Ciroco
Kenny Miller & Mike Cossel
TEAM BEG
Doug Reyes & Ed Reyes
Mike Duval & Kevin Murphy
Frank Benefiled & Chris Badgwell
John Corina & Rob Townley
Kraig Stout & Dean Gibson

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
May 25
By Robert Failing

80 BEG
Justin Lusian Kaw
Manny Arias Kaw
Joel Keisel Kaw
125 BEG
Robert Harrison Suz
Dennis Jones Kaw
Tony Mahz Suz
Bruce Forinash Yam
Deron Stidman Yam
250 BEG
Mike McGuire Hon
Mike Worrall Yam
Cam Cameron Yam
Mike Shean Hon
Jeff Parks Hon
500 BEG
Tom Frazier Hon
Dennis Jones Hon
25-29 BEG
Scott Steinpreis Yam
Chris Featheringill Kaw
Dan Bertola Suz
Larry East Hon
VET BEG
John LeFevre Hus
Ken Marsh Suz
Brad Wooton Hon
Tim Williams Kaw
Cam Cameron Yam
125 JR
Doug Dugger Hon
Jonathan Knight Kaw
David Jenkins Suz
Danny Walsh Yam
Bobby Allen Kaw
250 JR
Willi Zarth KTM
Tom Mellor Hon
Nick Abato Yam
Beau Willette Hon
Curtis Jablonski Hon
BOMBER
Robert Failing Yam
25-29 JR
Willi Zarth KTM
Brian Ford Yam
Bob Prida Yam
Bari Waalk Suz
VET JR
Chris Jackson Kaw
Jim Hale Suz
Michael Landegent Hon
Jeff Gray Hon
Tom Mellor Hon
OT JR
Robert Berdyck Hon
Chris Tottobene Hon
Carl Ellert Kaw
125 INT
Joshua Dunn Yam
250 INT
Joe Tuttobene Hon
Mike Ulrich Hon
500 INT
Robert Failing Hon
Eric Christiansen Hon
Todd Freistat Hon
25-29 INT
Todd McKay Suz
VET INT
Craig Breihan KTM
Brad Sherrill Hon
Jim Beaty Hon
Greg Berg Kaw
OT INT
Dan Featheringill Kaw
Bill Malone Hon
Dennis Holladay Yam
Chuck Caston Hon
VET EXPERT
Robert Wilshire ATK
Robert Failing Hon
OT EXPERT
Tim Daily Hon
John Knight Kaw
Jack McCormick Yam
Gene Phelps Suz
VET PRO
Tim Lunde Hon
Joe Merrihew Yam
Michael Tripes Hon
Jim Odle Hon

Motocross
Glass City M.C.
Delta, OH
June 1
By Pat Fountain

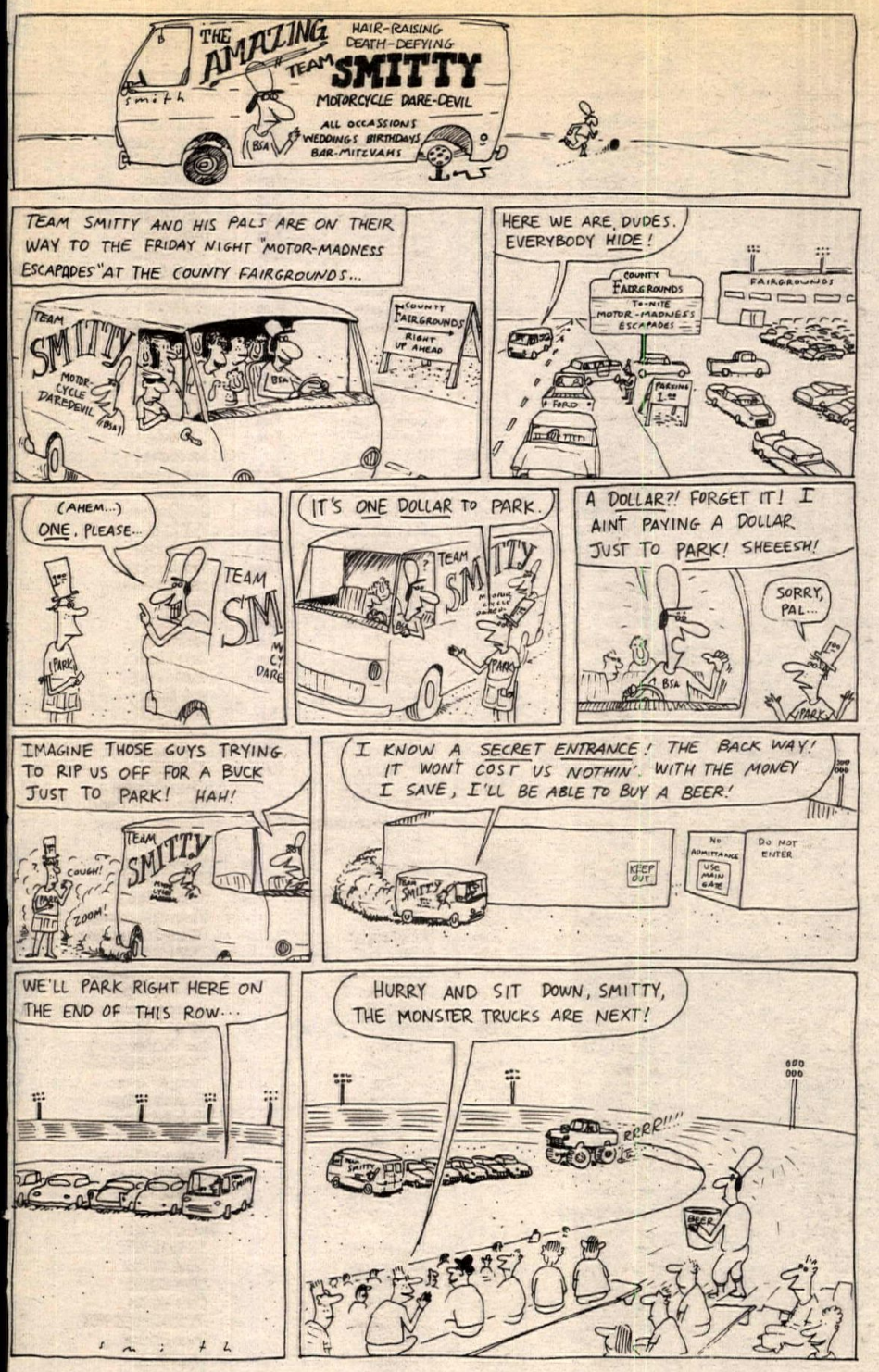
40+
Ray Chestor KTM
Bruce Hassenzahl Yam
John Wirick Hon
Eric Carlson Hon
Eric Edington Hon
80 (12-15)
Justin Blake Kaw
Jason Fountain Kaw
Ahmad Owens Hon
50+
George Singler Hon
Chuck McConnell Kaw
Tom Rickbrodt Hon
Charles Ramsey Kaw
14+
Mamul Arnold Kaw
Willard Carroll Hon
Charles McConnell Suz
Bradley Hess Hon
Tom Rickbrodt Hon
125 JR
Justin Blake Kaw
Jeff Carlson Hon
Mike Meadows Suz
Mike Kennedy Kaw
125 B
Troy Missin Kaw
Nelson Copeland Hon
Tony Bauer Hon
Aaron Williamson Kaw
125C
Chad Goodwin Hon
Bob Foster Yam
Todd Murdock Suz
David Turner Kaw
Eric Dietelbach Yam
250 B
Craig Smith Yam
Todd Goetz Kaw
Brett Remesik Hon
Scot Poland Hon
Steve Hadobas Hon
SUPER MINI
Jason Fountain Kaw
Cody Capazo Kaw
25+
Charles McConnell Kaw
Robert Schult Kaw
Pat Fountain Kaw
Aaron Williamson Kaw
Timothy Poneleit Kaw
250 C
Mark Pfister Yam
Richard Plewd Suz
Rodney Kirian Kaw
Tim King Yam
Brent Goetz Kaw
250 A
John Krotzer Hon
Terry Ramsey Kaw
Pat Fountain Kaw
50 CC
Kyle Plter Yam
Ryan Abrigo Ita
Jeffrey Flowers Yam
Brandon Main Yam
Steve Brown Yam
125 A
Scott Patchen Hon
80 C
Justin Slocum Kaw
Mike Radzinski Hon
Corey Whitaker Suz
Brandy Riley Kaw
30+
Dave Glenn Hon
Kevin Peterson Hon
Garry Bodi Hon
Eric Edington Hon
Mark Willis Yam
80 7-11
Joshua Long Suz
Jeremy Brown Kaw
Neil Carlson Hon
Cody Capazo Kaw

Grand Prix
CRC Dunestown GP
Palmdale, CA
May 27
By Tony Alessi

BIG WHEEL
Phil Messenger
60 0-8
Tyson Tittlemier
Blake Viens
Johner Faulkner
60 9-11
Mike Young
Shad Viens
Chad Viens
Tanya Faulkner
80 BEG
Justin Viens
Eric Anderson
Cliff Cook
Danny Woodard
Matt Tittlemier
80 NOV
Shaun Fortier
Paul Gilmartin
David Walters
Chris Neitzel
Bobby Gunter
80 NOV
Jeff Willoh
125 BEG
Fred Ogrim
Paul Gilmartin
Scott Reed Jr.
Phil Messenger
Nick Mairose
125 NOV
Jared Jacobsmeyer
Chris Allen
Shaun O'Brien
Dean Ostrander
Tracy Asher
125 INT
Erik Lindstrom
Brett Johnston
250 BEG
Alan Hill
Glen Cohen
Jamie Young
Robert Saldara
Steve Clement
250 NOV
Karl Lindstrom
Bill Paul
Brian Hill
Kenny Safford
Mike Aldrich
250 INT
Ryan Vonlossberg
250 PRO
Randy Moody
Ken Neitzel
500 BEG
Wilson Lewis
Jeff Mitchell
Steele Friedrich
Marty Rogers
500 NOV
Joe Ketterl
John Davies
Bill Garcia
John Hard
Graham Cruicksank
500 INT
Will Dickson
Jerry Ehlers
Frank Betcher
CLiff Tolley
JR VET BEG
Harvey Bohman Jr.
Jerry Martinez
Craig Godshall
Roger Kaz
Mike McColligein
JR VET NOV
Pete Csulak
Paul Zelinsky
B. J. Lehn
John Davies
Rich Chouinard
JR VET INT
George Wallace
Frank Betcher
Rich Arnold
VET BEG
Clay Willison
Darrel Brown
Tony London
Dan Hall
John Murrsy
VET NOV
Jimmy Bauder
Randy Stricklin
Tony Mason
A. Rode
John Brickner
VET INT
C. Brunson
Bob Maxwell
Alan Anderson
Jere Mason
Darin Layton
VET EXP
Brad McLeod
Mike Shoemaker
Bob Stephenson
Jon Miller
Rob Petrin
SENIOR BEG
Larry Kirsch
Grant Young
Jerry Anthony
SENIOR INT
Randy Burak
Bob Dunham
TEAM 60
Young & Scullen
J. Faulkner & Willoh
T. Faulkner & Jones
TEAM 80
Reed & Young
TEAM 125 BEG
Smith & Reed Jr.
Gunter & Cavanough
Fuentes & Rasmussen
TEAM 125 NOV
Pekarek & Ostrander
O'Brien & Ogrim
Harrison & Brooks
Tatone & Brown
Martin & Martin
TEAM 250/500 BEG
Young & Cohen
Friesrich & Rogers
Popp & Basmajian
TEAM 250 NOV
Andrews & Gaasch
Valdes & Cicoria
TEAM INT/EXP
Sage & Sulek
Engel & Engel
TEAM JR VET
Hill & Wallace
IRONMAN 80
Chris Nuntzel
IRONMAN BEG/NOV
Owen Dickson
Greg Benton
Bob Hausman
Nick Mairose
Josh Jones
IRONMAN EXP
Brad McLeod
VINTAGE NOV
Jim Buntin
Randy Perkins
Myron Zellman
VINTAGE INT
Mike Hotchikiss
John Lindgren
Gary Egloff
Steve Dunlap
Hugh Blacka
VINTAGE EXP
Eric Casas
Ed Ho
Thomas Engelhardt

Motocross
Sacramento Rcwy
Sacramento, CA
May 31
By Jennifer Trimp

VET JR
Tony Patterson Kaw
Jack Wheeler Yam
Greg McKenzie Yam
Jerry Ferdyn Hon
John Taylor Suz
250 JR
Greg Norman Hon
Mike Graves Kaw
Sam Soracco Hon
Paul Park Hon
Timothy Hogan Hon
80 BEG
Eric Williams Suz
Andy Gregg Kaw
John Schwindt Kaw
Matt Kurylo Yam
Greg Kelly
QUAD BEG
Dan Espinosa Yam
Greg Hodge Suz
Dave Mylum Hon
125 JR
Andrew Cabato Kaw
Ryan Chapin Kaw
Greg Norman Hon
James Breneisen Suz
Jeff Vendley Hon
125 BEG DIV 1
Jason Garcia Hon
Greg Ohlsen Kaw
Curtis Tackley Kaw
Norick Abe Hon
Jason Meyer Kaw



125 BEG DIV 2
Jason Garcia Hon
Matt Kreeger Hon
Greg Ohlsen Kaw
Chris Vendley Hon
Tom Burton Hon
250 BEG
Kenny Miller Hon
Bobby Deason Jr. Suz
Ben Gledhill Yam
Gary Patterson Suz
Mark Jensen Yam
500 BEG
Mike Hill Kaw
Robert Woehrle Kaw
Peter Pearson Kaw
Earl Pearson Kaw
William Doe Hon
INTERMEDIATES
Jeffrey Brownlee Suz
Kevin Cordua Hon
Lance Bollens Hon
Ed Zinda Kaw
Allen Nickel Hon
50 STOCK
Nathan Mitchell Yam
Kellen Chadwick Yam
Mikey Frakes Yam
Garrett Stevenson Yam
Tyler Hoffman Yam
50 MODIFIED
Christopher Loredo Yam
Randy Norman Yam
Robert Harold Yam
Justin Guzman Yam
Jacob O'Berle Yam
60
Daniel Blair Kaw
Jacob Gregg Kaw
Jeff Churchman Kaw
Chris Silva Kaw
Kevin Christensen Kaw

Motocross
Clarksville SX
Clarksville, TN
June 1
By D'Ache Moneymaker

JR MINI
Jack Gardnerr
SR MINI
Shane Berryhill
Jordan Moneymaker
Tim Baggett
125 C
Joey Still
Jason Pierce
Dan Honeycutt
Ray Koker
Quinn Cain
125 B
Jim Bates
Brandon McMahon
Jason James
125 A
Mike Stahlman
Mike Morris
250/500 C
Donnie Decker
Nathan Kennedy
Ricky Henderson
Austin Waits
Quinn Cain
250/500 B
Mike Taylor
Tim Cothron
250/500 A
Mike Stahlman
Mike Johnson
Steve Eyell
Johnny Shields
Kevin Shemwell
ENDURO
Tray Batey
Billy Hall
Ricky Doores
Buddy Akers
4-STROKE
Jeff Helgren
Buddy Akers
25+
Mike Johnso
Mike Taylor
Tim Cothron
Marty Jones
Jeff Helgren
4-STROKE MONEY
Scott Drummond
Jerry Reddix
Michail Rogers
James Perry
Brian Belanger

Motocross
AMA Area Qualifier
Rock Springs, WY
June 2
By Dale Bohm

SCHOOLBOY
Russ Anderson
Brad Ballard
Troy Turner
OVER 40
Gary Doggett
Carl Anderson
OPEN B/C
Bo Riddle
Roger Perry
Chad Doggett
60 B
Adam Miner
Joseph Guillon
80 B
Ryker Smith
Ryan Clark
Jared Farnsworth
80 NOVICE (7-11)
Brandon Centinni
Ryan Cook
125 B MODIFIED
Russ Anderson
Bo Riddle
Shawn Chavez
250 A MODIFIED
Lance Walker
Corky Maughan
Steve Liedberg
250 C
Shane Schieve
Alex Lefgreen
Darren Thomas
OVER 25 C
Andy Harvel
Mike Harrison
Dan Garcia
OVER 30
Dale Bohm
Jan Munson
Gary Doggett
PEE WEE MODIFIED
Andy McCaughin
Joshua McPhie
PEE WEE STOCK
Jacob Bluenn
80 A
Jeremy Diel
KippPosey
Dustin Headman
80 NOVICE (12-16)
Jason Chavez
Terry Haugstad
Jason Lords
125 A MODIFIED
Corky Maughan
Lance Walker
Chance Maughan
125 C
Ryker Smith
Bryan Walker
Benny Painter
250 B MODIFIED
Marlo Painter
Aaron Painter
Gary Sharpe
OVER 30 C
Chris Carson
Doug Slade
Brian Bawden
OPEN A
Sig Riddle
Mark Lundgreen
OVER 25 A
Sam Taylor
Tracy Hill
Stuart Pomerantee
80 (9-13)
Kipp Posey
Brad Ballard
Jason Chavez
OVER 25 B
Jon Lison
Gary Sharpe
Scott Hansen
80 (14-15)
Russ Anderson
Troy Turner
Greg Grant

Road Race
YSR Roadrace
Marshalltown, IA
June 9
By Allen Brugioni

Rick Bullock Yam
Allen Brugioni Yam
Mark Trout Yam
Jeff Abels Yam
Bruce Lagerquist Yam

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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IT ISN'T EVERY DAY TEAM GREEN SWEEPS BAJA. JUST EVERY FEW MONTHS.

We're baaack. In an eerie reminder of last November's sweep of the Baja 1000, Team Green once again jammed south of the border. This time, it was for a blistering six-class sweep of the 1991 Tecate SCORE/HDRA Baja 500. Garth Sweetland, Paul Krause and Greg Zitterkopf got a little help from Mr. Baja, Larry Roeseler and took the overall. But even the locals got into the act as a Kawasaki mounted team grabbed the prestigious Governor's Cup, awarded to the top finishing Mexican National Team. Let's face it, we own Baja. Why else would we sweep it all the time?

Garth Sweetland/Paul Krause Greg Zitterkopf	Class 22
Alfie Cox/Keith O'Neal	Class 21
Roger Hurd/John Braasch	Class 20
Kenny Parry/Scott Forward	Class 30
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